THE

SHIP OWNER'S MANUAL,

OR,

SEA-FARING MAN'S ASSISTANT:

CONTAINING,

A GENERAL SYSTEM OF THE

MARITIME LAWS,

ON THE MOST INTERESTING SUBJECTS;

VIZ.

FREIGHT,	INSURANCE,	AVERAGE,
CHARTER-PARTIES,	BOTTOMRY,	ARBITRATION,
DEMURRAGE,	SALVAGE,	QUARANTINE, &c.

WITH SEVERAL NEW ADJUDGED LAW CASES,

AND, ABSTRACTS OF THE

MOST IMPORTANT ACTS;

TO WHICH ARE ADDED,

Many uſeful TABLES, and other ARTICLES;

PARTICULARLY,

Correct Tables of the

NET CONSOLIDATED DUTIES;

Reviſed by a Gentleman of the Cuſtoms:

AND ALSO,

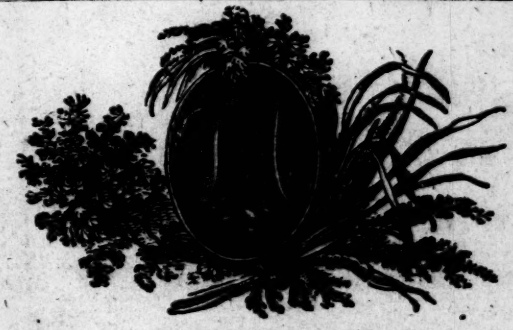
THE DUTIES ON ALL GOODS, WARES, &c.

Paſſing thro' the SOUND,

AT

ELSINORE, in DENMARK.

The SEVENTH EDITION, Improved and Enlarged.



NEWCASTLE-UPON-TYNE:
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THE BRITISH MUSEUM
15 OCT 66

To the PUBLICK.

THE very ſingular Obligation conferred upon the Editor of the MANUAL *by the favorable Reception of* Six Editions, *demand his warmeſt Acknowledgements; He now moſt reſpectfully preſents to them a* SEVENTH, *in the Execution of which every attention has been paid to render it worthy their Protection, having taken the opportunity to add Abſtracts of ſeveral New Acts, New adjudged Law Caſes, and other Intereſting Articles; particularly, in addition to the* BRITISH NET CONSOLIDATED DUTIES, *which are reviſed and corrected by a Gentleman of the Cuſtoms, The* RATES and DUTIES on all GOODS, WARES, and MERCHANDISE, *paſſing thro' the* SOUND, *at* ELSINORE, *in* DENMARK, *with ſome* Extracts of Treaties *and* uſeful Obſervations, *relative thereto; which, he flatters himſelf will be found of eſſential Benefit, not only to the Ship Owner and Maſter, but alſo to the Merchant.*

The ſuperior uſefulneſs of Conciſe Abridgements, in compariſon of large voluminous Works, at the preſcribed Moment of actual Buſineſs, Experience hath not only manifeſted in the Public's generous Encouragement of the former Editions of this Work, but on various Occaſions.


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INTRODUCTION.

INTRODUCTION.

OF all the arts which the induſtry of modern times has brought to perfection, that of Navigation ſeems to claim the preference, it knits mankind together in a mutual intercourſe of good offices, diſtributes the gifts of nature, finds work for the poor, adds wealth to the rich, and magnificence to the great.

The Engliſh merchant converts the TIN of his own Country into GOLD, and exchanges his Woollen-cloth for the produce of India; the Mahometants are clothed in our Britiſh Manufactures, and the Inhabitants of the Frozen Zone warmed with the Fleece of our Sheep; from the contemplation of which, a moſt pleaſing reflection naturally ariſes of the ſuperior excellency of the Art of Navigation, which hath been brought, in theſe modern times, to ſuch high degree of advantageous perfection; whether we conſider its attendant difficulties, or the wonderful effects which it has produced, there is ſomewhat nobly aſtoniſhing in the thoughts of a LITTLE BARK, or VESSEL croſſing the mighty Eaſtern and Atlantic Oceans, and bringing home the valuable commodities of either Indies?

Who were the firſt draughtſmen, or builders of theſe ſurpriſing floating veſſels, or who were the firſt intrepid adventurers that ſailed in them, hath hitherto been conteſted by the ableſt hiſtorians, and therefore, in all human probability, their real names will ſtill remain in ſecret? nevertheleſs, gratitude and veneration from poſterity, are moſt certainly due to the memories of thoſe worthy deſerving individuals, by whoſe ingenuity, and ſurmounting induſtry, the civilized world have derived ſuch innumerable benefits. We may reaſonably ſuppoſe that the earlieſt Model of a Ship was imagined from that of NOAH'S ARK; although the occaſion for naval expeditions happened not until ſome centuries after the confuſion of the Tower of Babel, from which memorable epocha, we may conſiſtently date the beginning of navigation.

The PHOENICIANS were the firſt, and ableſt Mariners then read of; yet the commerce of thoſe early ages did not require Veſſels of ſuch ſtrength or compactneſs, as the neceſſity of latter times has demanded, by their being launched into the Main Ocean, and being employed in long and hazardous voyages, unattempted by infant-navigation. Although theſe Ancients were indeed ſufficiently bold and daring, in many tedious intricate coaſting voyages, we have no proofs of their ever having ventured from Europe to America? yet reflecting upon what they did without the guiding COMPASS (then undiſcovered) we muſt confeſs it a matter of no ſmall ſurprife. Hiſtory informs us, that their Capital was the noted City of TYRE; and they have proved to what a height of glory, grandeur, and riches, a nation is capable of attaining by the reſource of Commerce.

The GREEKS, who were their Scholars in this very important ſcience, much improved it, and gave their Maſters

Maſters ſeveral ſignal overthrows, in their naval encounters; as at the famous Battle of SALAMIS,* and other deſperate engagements; and though the ROMANS ſucceeded the GREEKS, in the profeſſion of this Art, and undoubtedly their practice muſt have led them to the diſcovery of its defects, and conſequently to that of its improvements, yet they, and ſeveral ſucceeding ages, laboured in the dark, until Providence by the hands of JOHN GALA, of the town of AMALPHI, in ITALY, in the year 1299 brought to light the virtue of the LOADSTONE; and by this means diſperſed the miſts of *gueſs-work*, and rendered navigation more clear and certain. It is to this happy diſcovery, we owe that of new worlds, and the great improvements in maritime affairs, ſince brought to perfection.

The build, or forms of Ships, have been various, as occaſions required, or invention could dictate; to make them anſwer the intent; which variety continues at this very day; not only between Nations but even in the ſame country; ſome being built for *ſwift ſailing*, and others, with the lucrative view of *ſtowing well;* and each has a name, properly adapted, as Frigates, Gallies, Barks, Brigantines, Sloops, &c. &c. And the increaſe of theſe, with the advancement of Navigation, has always ſo much merited the attention of prudent Legiſlatures, from the earlieſt periods, that many excellent Laws have been purpoſely enacted in ſeveral countries concerning them; and it is confeſſedly the immediate intereſt of not only all Ship-Owners, Ship-Maſters, and Merchant-Adventurers, but alſo of all other Perſons and Traders, who are in anywiſe engaged in the exports, or imports of goods and merchandizes, to be perfectly converſant in theſe neceſſary, well-adapted legal Regulations.

* An Iſland in the Archipelago, ſituated in E. Long. 34. N. Lat. 37, 32.

INTRODUCTION.

Of the correſpondent Laws of Great Britain, the moſt celebrated which are admired for their ſound policy throughout Europe, are, the Act paſſed in the Eleventh year of King Charles the Second, A. D. 1660 entitled, *An Act for the encouraging and increaſing of Shipping, and Navigation;* commonly called the NAVIGATION ACT, and the Act paſſed in the Twenty-ſixth year of his preſent Majeſty, George the Third, entitled, *An Act for the further increaſe and encouragement of Shipping and Navigation;* entitled the REGISTER ACT. It is of the utmoſt importance for all perſons concerned in Commerce, to be particularly well acquainted with theſe Acts, for whatever alterations they may undergo, or whatever infringements may be made upon them by *Rebellion*, or any other temporary or local cauſes, the principles of them muſt be as permanent as the Maritime Power of Great Britain; the maintenance of the latter depending on the former; for which ſolid, intereſting reaſon, faithful Abſtracts are given in this *Seventh Edition* of the MANUAL.



THE

THE

SHIP-OWNER'S MANUAL.

ABSTRACT *of the* NAVIGATION ACT.

I. *IT is enacted,** That after the 1ſt. of December, 1660, no goods ſhall be imported into, or exported from any of the Britiſh plantations, in any other but ſhips of the build of Great Britain, Ireland, or the ſaid plantations, wholly owned by the people thereof, and whereof the maſter, and at leaſt three-fourths of the mariners, are of the ſaid places (except ſhips taken as a prize, and legally condemned, navigated by the maſter and three-fourths of the mariners Britiſh, or of the ſaid plantations, and owned by Britiſh) upon forfeiture of the ſhip and goods.

II. No perſon borne out of the allegiance of his Majeſty, who is not naturalized or made a free denizen, ſhall, after the 1ſt. of February, 1661, act as a merchant, or factor, in any of the ſaid places, upon pain of loſing all his goods and chattels, and of theſe clauſes the governors are obliged by oath to take cognizance and care.

III. No goods or commodities whatever, of the growth or manufacture, of Africa, Aſia, and America, ſhall be imported into England, Ireland, Wales, iſlands of Guernſey and Jerſey, or town of Berwick upon Tweed,† in any other ſhips but thoſe belonging to the ſaid places; or to the plantations, and navigated in the manner aforeſaid, under penalty of forfeiting ſhip and cargo.

IV. No

* By the 12th. of Charles II. and 7th. and 8th. of William III.

† Scotch ſubjects and ſhips alſo are accounted Engliſh, by 5 Anne, chap. viii.

IV. No goods or commodities of a foreign growth, or manufacture, that is to ſay, of Aſia, Africa, and America only, ſhall be brought into England, Ireland, Wales, the iſlands of Guernſey and Jerſey, or Town of Berwick upon Tweed, in ſhips appertaining to his Majeſty's ſubjects, but from the places of their manufactures and growths.

V. That all ſorts of herring, cod, pilchards, ſalmon, or ling, freſh, ſalted, dried, or bloated; grill, mackarel, whiting, haddock, ſprats, colefiſh, gullfiſh, congers, any ſort of flat fiſh, and any ſort of freſh fiſh, may not be imported in any foreign ſhip into, or ſold in, England, having been taken by, bought of, or received from foreigners, or out of a foreigner's ſhip (except proteſtant ſtrangers inhabiting this kingdom) upon forfeiture thereof, and the ſhip and tackle, and alſo 100l. by every offender herein. Except eels, ſtockfiſh, anchovies, ſturgeon, botargo, and cavear, lobſters, or turbets, which may be imported in any ſhip, and by any perſon, whether of Britiſh or foreign catching.

VI. Henceforth it ſhall not be lawful for any veſſel in which any ſtranger (not denizened or naturalized) is an owner, or that is not navigated by an Engliſh maſter, and three-fourths Engliſh ſailors, to load and carry any ſorts of goods and commodities from any port or creek of England, Ireland, Wales, iſlands of Guernſey or Jerſey, or town of Berwick upon Tweed, to another port or creek, or any of them, under penalty of forfeiting ſhip and cargo.

VII. That where any eaſe, abatement, or privilege is given in the book of rates, to goods or commodities imported, or exported in Engliſh built ſhipping, it ſhall extend only to ſuch as are navigated with a maſter and three-fourths of the ſailors Engliſh; and, where it is required that they ſhall be ſo, the true intent and meaning is, that they be ſuch during the whole voyage, unleſs in caſe of ſickneſs, death, or being taken priſoners, to be proved by the oath of the maſter, or other chief officer.

VIII. No goods or commodities of the growth or manufacture of Muſcovy, or any of the dominions of the emperor thereof, or any ſorts of maſts, timber, or boards, foreign ſalt, pitch, tar, roſin, hemp, or flax, raiſins, figs, prunes, olive-oils, nor any ſort of corn or grain, ſugar, pot-aſhes, wines, vinegar, or ſpirits called *aqua vitæ*, or brandy, ſhall after the

1ſt.

1ſt. of April, 1661, be imported into England, Ireland, Wales, or the town of Berwick upon Tweed, in any ſhip but ſuch as belongs to the people thereof, and navigated as before-mentioned; and that no currants, nor any other commodities of the growth or manufacture of any of the Turkiſh empire, ſhall after the 1ſt. of September, 1661, be imported into any of the aforeſaid places, in any but an Engliſh built ſhip, navigated as aforeſaid, except only in ſuch foreign ſhips as are the build of that country or place, of which the goods are the growth or manufacture, or of ſuch port where the ſaid goods can only be, or moſt uſually are, firſt ſhipped for tranſportation, and whereof the maſter and three-fourths of the mariners, at leaſt, are of the ſaid country or place, under penalty of loſing ſhip and goods.

IX. And to prevent the great frauds daily uſed in colouring and concealing aliens goods, all wines of the growth of France or Germany, which, after the 20th. of October, 1660, ſhall be imported into any of the ports or places aforeſaid, in any other ſhips than thoſe belonging to them, and navigated with the mariners thereof, ſhall be deemed aliens goods, and pay cuſtoms accordingly: And all ſorts of maſts, timber or boards, as alſo all foreign ſalts, pitch, tar, roſin, hemp, flax, raiſins, figs, prunes, olive-oils, all ſorts of corn or grain, ſugar, potaſhes, ſpirits, commonly called brandy, or *aqua vitæ*; wines, of the growth of Spain, the Canaries, Portugal, Madeira, or Weſtern Iſlands; and all the goods of the growth or manufacture of Muſcovy or Ruſſia, which, after the 1ſt. of April, 1661, ſhall be imported into any of the aforeſaid places, in any other than ſuch ſhipping, and ſo navigated; and all currants, and Turkey commodities, which, after the 1ſt. of September, 1661, ſhall be imported into any of the aforeſaid places, in any other than Engliſh built ſhipping, and navigated as aforeſaid, ſhall be deemed aliens goods, and pay accordingly.

The 10th. and 11th. clauſes, only relating to the buying of foreign ſhips, and they having been entirely done away by the regiſter act, we think it unneceſſary to give them here.

XII. It is however provided, that this act, nor any thing herein contained, extend not, or be meant to reſtrain and prohibit the importation of any of the commodities of the Straits or Levant Seas, loaden in Engliſh built ſhipping, and whereof the maſter and three-fourths of the mariners be Engliſh, from the

the uſual ports or places for loading of them heretofore, within the ſaid Straits or Levant Seas, though the ſaid commodities be not of the growth of the ſaid places.

XIII. Provided alſo, that this act, or any thing therein contained extend not to reſtrain the importing of any EaſtIndia commodities, loaden in Engliſh built ſhipping, and whereof the maſter and three-fourths of the mariners are Engliſh, from the uſual places for loading them in any part of thoſe ſeas to the ſouthward and eaſtward of Capo Bona Speranza, although the ſaid ports be not the very places of their growth.

XIV. And it is likewiſe provided, That it ſhall be lawful for any of the people of England, Ireland, Wales, iſlands of Guernſey or Jerſey, or Berwick upon Tweed, in their ſhips, navigated with a maſter and three-fourths Engliſh ſailors, to bring in from any of the ports of Spain,* Portugal, the Azores, Madeira, or Canary Iſlands, all ſorts of goods or commodities of the growth or manufacture of any of them.

XV. Provided always, That this act extend not to bullion, nor yet to any goods taken by way of repriſal by any Engliſh ſhip; navigated as before-mentioned, and with his Majeſty's commiſſion.

The XVI. clauſe, relating only to Scotch ſubjects, has entirely become void, as Scotch ſubjects and ſhips are accounted Engliſh, by 5th. Anne, chap. viii.

The XVII. clauſe, relating to duties collected from French ſhipping, has alſo become void, as this duty ceaſes by the XI. article of the Treaty of commerce, concluded at Utrecht, the 31ſt. of March 1713.

XVIII. And it is further enacted, That after the 1ſt. of April, 1661, no ſugars, tobacco, cotton, wool, indigo, ginger, fuſtick, or other dying wood, of the growth or manufacture of any Engliſh plantations in America, Aſia, or Africa, ſhall be carried from any of the ſaid Engliſh plantations to any place whatſoever, other than to ſuch other Engliſh plantations as do belong to his Majeſty or to the kingdom of England, Ireland, Wales, or Berwick upon Tweed, there to be laid on ſhore, under the penalty of forfeiting ſhip and goods.

XIX. And for every ſhip, which after the 25th. of December, 1660, ſhall ſet out from England, Ireland, Wales, or Berwick

* Cochineal may be brought from Spain in any ſhip in amity, 12 Anne, chap. xviii. ſec. 3.

Berwick upon Tweed, for any Engliſh plantation in America, Aſia, or Africa, ſufficient bond ſhall be given, with one ſurety to the chief officers of the cuſtom-houſe of ſuch port from whence the ſaid ſhip ſhall ſail, to the value of one thouſand pounds, if the ſaid ſhip be of leſs burthen than one hundred tons, and of two thouſand pounds, if the ſhip ſhall be of greater burthen; that in caſe the ſaid ſhip ſhall load any of the ſaid commodities, at any of the ſaid Engliſh plantations, that the ſame commodities ſhall be brought by the ſaid ſhip to ſome port of England, Ireland, Wales, or to the port of Berwick upon Tweed, and ſhall put on ſhore the ſame, the danger of the ſeas only excepted. And for all ſhips coming from any other port or place to any of the aforeſaid plantations, which by this act are permitted to trade there, that the governor of ſuch Engliſh plantations ſhall, before the ſaid ſhip be permitted to load any of the ſaid commodities, take bond in the manner, and to the value aforeſaid, for each reſpective ſhip, that ſuch ſhip ſhall carry all the aforeſaid goods, that ſhall be loaden on board, to ſome other of his Majeſty's Engliſh plantations, or to England, Ireland, Wales, or to Berwick upon Tweed. And that every ſhip which ſhall load any of the aforeſaid goods, until ſuch bond be given to the governor, or certificate produced from the officers of any cuſtom-houſe in England, &c. that ſuch bonds have been there duly given, ſhall be forfeited; and the ſaid governors ſhall, twice in every year, after the 1ſt. of January, 1660, return true copies of all ſuch bonds, to the chief officer of the cuſtoms in London.

Note, There have been ſo many regulations and amendments made to the two laſt-mentioned clauſes of this act, in the different reigns ſince it was firſt paſſed, and which were we to inſert here would tend to render this volume voluminous, we are under the neceſſity of referring thoſe who may be intereſted in them, to the different ſtatutes, in order that they may ſee more particularly the preſent reſtrictions.

REGISTER ACT.

26. Geo. III. chap. lx. *An Act for the further Increaſe and Encouragement of Shipping and Navigation.*

Sec. I. THAT from the 1ſt. of Auguſt, 1786, no ſhip, or veſſel, foreign built (except ſuch ſhips or veſſels as have been or ſhall hereafter be taken by any of his Majeſty's ſhips or veſſels of war, or by any private or other ſhip or veſſel, and condemned as lawful prize in any court of Admiralty) nor any ſhip or veſſel built or rebuilt upon any foreign made keel or bottom, in the manner heretofore practiſed and allowed, although owned by Britiſh ſubjects, and navigated according to law, ſhall be any longer entitled to any of the privileges or advantages of a Britiſh built ſhip, or of a ſhip owned by Britiſh ſubjects; and that all the ſaid privileges and advantages ſhall hereafter be confined to ſuch ſhips only as are wholly of the build of Great Britain or Ireland, Guernſey, Jerſey, and the Iſle of Man, or of ſome of the colonies, plantations, iſlands, or territories in Aſia, Africa, or America, which now, or at the time of building ſuch ſhips or veſſels, or which may hereafter belong to his Majeſty: Proviſo, that nothing ſhall extend to prohibit ſuch foreign built ſhips or veſſels as, before the 1ſt. of May, 1786, did truly and wholly belong to any of the people of Great Britain or Ireland, Guernſey, Jerſey, and the Iſle of Man, or of any of the aforeſaid colonies, plantations, iſlands and territories, as the proprietors thereof, and which ſhall be navigated according to law, and regiſtered, from continuing to enjoy the privileges they have hitherto enjoyed, or from importing or exporting ſuch goods as may now be legally imported or exported by ſuch ſhips or veſſels, into and from ſuch ports and places as is now by law allowed, and under ſuch rules and regulations as have heretofore been made, touching ſuch foreign built ſhips or veſſels, and ſubject to all ſuch duties as have been impoſed on any goods imported or exported in ſuch foreign built ſhips or veſſels, by any act of parliament: Proviſo, that nothing ſhall extend to deprive any ſhip or veſſel, which before the paſſing of this act hath been built or rebuilt upon any foreign made keel or bottom, and which, before the ſaid 1ſt. of May, 1786, was duly regiſtered as a Britiſh

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ſhip, from continuing to enjoy any privilege to which ſuch ſhip or veſſel is by any law entitled; nor to prevent any ſuch ſhip or veſſel which ſhall have been begun to be repaired and rebuilt before the ſaid 1ſt. of May, 1786, from being regiſtered according to this act, by an order under the hands of the commiſſioners of his Majeſty's cuſtoms in England, or four or more of them, or of the commiſſioners of his Majeſty's cuſtoms in Scotland, or three or more of them; if it ſhall be made appear to the ſatisfaction of the ſaid commiſſioners upon oath, "That ſuch ſhip or veſſel was ſtranded by the act of Providence, and not with a fraudulent intent, and was, at the time of being ſo ſtranded, the ſole property of ſome foreigner or foreigners; or that ſuch ſhip or veſſel was a droit of Admiralty, and it be in like manner fully and clearly aſcertained, to the ſatisfaction of ſuch commiſſioners reſpectively, that the ſaid ſhip or veſſel from the damage received by being ſo ſtranded, was rendered unfit to proceed to ſea, without undergoing a thorough repair in this kingdom, and that ſhe was neceſſarily ſold for the benefit of the foreign owner or owners, or, being a droit of Admiralty, was ſold by virtue, and under the authority of an order or commiſſion from the court of Admiralty, and that ſhe was fairly and openly purchaſed by a Britiſh ſubject or ſubjects, and, being the ſole and entire property of ſuch Britiſh ſubject or ſubjects, that ſhe had been ſo much repaired, that two-thirds of her at the leaſt are of Britiſh build."

Note, This clauſe declares what ſhips ſhall be entitled to the privileges of Britiſh-built or Britiſh-owned. It has been queſtioned, whether a Britiſh ſhip ſold to foreigners, and afterwards coming into the hands of a Britiſh ſubject, is entitled to the privilege of a Britiſh-built ſhip; and it was the opinion of his Majeſty's advocate, alſo of the attorney and ſolicitor general, that a Britiſh-built ſhip which had become the property of foreigners, but again becomes the property of Britiſh ſubjects, is entitled to the privileges of a Britiſh-built ſhip, unleſs ſhe falls within Sect. 2. with reſpect to repairs, or under Sect. 7. having been in the hands of the Americans.

II. That from the 1ſt. of Auguſt, 1786, no ſhip or veſſel ſhall be deemed Britiſh built, or enjoy the privileges thereunto belonging, which ſhall from thenceforth be rebuilt, or repair-

ed in any foreign port or place, if ſuch repairs ſhall exceed fifteen ſhillings for every ton of the ſaid ſhip or veſſel, according to admeaſurement, unleſs ſuch repairs ſhall be neceſſary, by reaſon of extraordinary damage ſuſtained by ſuch ſhip or veſſel during the abſence of ſuch ſhip or veſſel from his Majeſty's dominions, to enable her to perform the voyage in which ſhe ſhall be then engaged, and return in ſafety to ſome port or place of the ſaid dominions; and that before ſuch ſhip or veſſel ſhall be repaired, ſo as to exceed the ſum aforeſaid, the maſter, or other perſon having or taking the command of ſuch ſhip or veſſel, ſhall report the ſtate and condition thereof upon oath, to the Britiſh conſul, or other chief Britiſh officer, at the port where it ſhall be neceſſary to repair ſuch ſhip or veſſel, and cauſe ſuch ſhip or veſſel to be ſurveyed by two proper perſons, to be approved of by ſuch conſul or chief Britiſh officer; and deliver to ſuch conſul or chief Britiſh officer, in writing, the particulars of the damage ſuſtained by ſuch ſhip or veſſel, and verify upon oath the particulars and amount of the repairs of ſuch ſhip or veſſel, and that the ſame were become neceſſary in conſequence of damage ſuſtained during the voyage to that port, to enable ſuch ſhip or veſſel to proſecute the voyage then intended, and to return to ſome port of his Majeſty's dominions, which the ſaid conſul, or chief Britiſh officer, is hereby required to certify under his hand and ſeal; and if there ſhall not be any Britiſh conſul, or chief Britiſh officer, reſident at or near the port or place where ſuch repairs may be neceſſary, then that ſuch ſurvey ſhall be made by two fit and proper perſons, to be approved of by two known Britiſh merchants, reſiding at, or near ſuch port or place; and that ſuch maſter, or other perſon, having command of ſuch ſhip or veſſel, ſhall produce to ſuch merchants, vouchers of the particulars and amount of the repairs, whoſe certificate ſhall be of the like force and effect as that of the Britiſh conſul, or chief Britiſh officer; and in caſe any ſhip or veſſel ſhall, after the ſaid 1ſt. of Auguſt, 1786, be repaired in any foreign port or place, the maſter, or other perſon having command thereof, ſhall make oath, before the collector and comptroller, or other principal officer of the cuſtoms, in the port where the ſaid ſhip or veſſel may firſt arrive (if required by them ſo to do) deſcribing the nature and amount of the expence of ſuch repairs; and if ſuch expence ſhall appear to exceed

the

the beforementioned ſum of fifteen ſhillings per ton, of the admeaſurement of ſuch ſhip or veſſel, and the ſaid maſter, or other perſon having the command of ſuch ſhip or veſſel, ſhall neglect or refuſe to deliver to ſuch collector and comptroller, or principal officer of the cuſtoms, the certificate ſo required to be produced, the ſaid ſhip or veſſel ſhall be deemed to be a foreign built ſhip or veſſel, to all intents and purpoſes.

III. Recites, That it is highly expedient that proviſion made for the regiſtry of ſhips and veſſels, by an act of the 7th. and 8th. of William III. (entitled, "An act for the preventing frauds, and regulating abuſes in the plantation trade") ſhould be altered and amended, and extended to ſhips and veſſels other than thoſe which are therein deſcribed; it is therefore enacted, That every ſhip or veſſel having a deck, or being of the burthen of fifteen tons, or upwards, belonging to any of his Majeſty's ſubjects in Great Britain, or Guernſey, Jerſey, and the Iſle of Man, or any of the aforeſaid colonies, plantations, iſlands, or territories, ſhall, from the reſpective times herein-after expreſſed, be regiſtered in manner after mentioned; and that the perſon or perſons claiming property therein ſhall cauſe the ſame to be regiſtered, and obtain a certificate of ſuch regiſtry, from the collector and comptroller of his Majeſty's cuſtoms in Great Britain, or the Iſle of Man, or the governor, lieutenant governor, or commander in chief, and principal officer, or officers of his Majeſty's revenue of cuſtoms, reſiding in the iſlands of Guernſey or Jerſey, or in any of the ſaid colonies, plantations, iſlands, or territories, reſpectively; and that the form of ſuch certificate ſhall be as follows; *viz.*

"In purſuance of an act, paſſed in the twenty-ſixth year of the reign of King George the third, intitled, An act *(here inſert the title of the act, the names, occupation, and reſidence of the ſubſcribing owners)* having taken and ſubſcribed the oath required by this act, and having ſworn that he *(or they)* together with *(names, occupation, and reſidence of non-ſubſcribing owners)* is *(or are)* ſole owner *(or owners)* of the ſhip or veſſel called the *(ſhip's name)* of *(place to which the veſſel belongs)* whereof *(maſter's name)* is at preſent maſter, and that the ſaid ſhip or veſſel was *(when and where built, or captured, and date of condemnation)* and *(name and employment of the ſurveying officer)* having certified to us, that the ſaid ſhip or veſſel is *(whether*

Britiſh,

Britiſh, foreign, or Britiſh plantation built) has *(number of decks)* decks, and *(number of maſts)* maſts, that her length from the fore part of her main ſtem, to the after part of the ſtern poſt aloft, is *(number of feet and inches)* her breadth to the broadeſt part, whether above or below the main whales *(number of feet and inches)* her height between decks *(number of feet and inches, if more than one deck) and if not, then* the depth of the hold *(number of feet and inches)* and admeaſures *(burthen)* tons, that ſhe is a *(kind of veſſel, and how built)* has *(whether any or no gallery)* gallery, and *(kind of head if any)* head; and the ſaid ſubſcribing owners, having conſented and agreed to the above deſcription and admeaſurement, and having cauſed ſufficient ſecurity to be given, as is required by the ſaid act, the ſaid *(kind and name of the veſſel)* has been duly regiſtered at the port of *(name of the port.")*

"Given under our hands and ſeals of office, at the "cuſtom-houſe in the ſaid port of *(name of the port)* "this *(date)* day of *(name of the month)* in the year "*(words at full length.")*

IV. That no regiſtry ſhall be made, or certificate granted, in any other port than the port to which ſuch ſhip or veſſel ſhall properly belong, except ſo far as relates to ſuch ſhips or veſſels as ſhall be condemned as prizes in any of the iſlands of Guernſey, Jerſey, or Man, which ſhips or veſſels ſhall in future be regiſtered in manner herein-after directed; but that every regiſtry and certificate granted in any port to which any ſuch ſhip or veſſel does not properly belong, ſhall be void, unleſs the officers aforeſaid ſhall be ſpecially authoriſed to make ſuch regiſtry, and grant ſuch certificate, in any other port, by an order in writing, under the hands of any four or more of the commiſſioners of the cuſtoms in England, or of any three or more of the commiſſioners of the cuſtoms of Scotland.

V. That the port to which any ſhip or veſſel ſhall hereafter be deemed to belong, ſhall be the port from, and to which ſuch ſhip or veſſel ſhall uſually trade, or (being a new ſhip) ſhall intend to trade, and at or near which, the huſband or acting owner, or owners of ſuch ſhip or veſſel uſually reſides.

VI. Proviſo, that nothing ſhall extend to require to be regiſtered any ſhip or veſſel of war, or any other veſſel, of whatever build the ſame may be, being the property of his Majeſty

or

or the royal family, or any of them, or any lighters, barges, boats, or veſſel of any build or deſcription whatever, uſed ſolely in rivers, or inland navigation.

VII. That no ſhip or veſſel built in any of the colonies of North America, now called the United States of America, during the time that any act of parliament made in Great Britain, prohibiting trade and intercourſe with thoſe colonies, was in force, nor any ſhip or veſſel which was owned by, or belonging to the ſubjects of the ſaid United States, during the exiſtence of thoſe acts, and not regiſtered before the commencement thereof, is or ſhall be entitled to be regiſtered under this act, or to any of the privileges of a Britiſh built ſhip or veſſel, unleſs ſuch ſhip or veſſel ſhall have been taken and condemned as lawful prize, or having been ſtranded, ſhall have been built or rebuilt, and regiſtered in the manner before practiſed and allowed.

VIII. That no ſubject of his Majeſty, whoſe reſidence is in any country not under the dominion of his Majeſty, ſhall be entitled, during the time he ſhall continue ſo to reſide, to be the owner in whole, or in part of any Britiſh ſhip or veſſel, required to be regiſtered by this act, unleſs he be a member of ſome Britiſh factory, or agent, or partner in, any houſe or co-partnerſhip, carrying on trade in Great Britain or Ireland.

IX. That ſo much of the ſaid act paſſed in the 7th. and 8th. of William III. as directs the oath to be taken on regiſtering the ſhips and veſſels therein deſcribed, is hereby repealed.

X. That no regiſtry ſhall be made, or certificate granted, until the following oath be taken, and ſubſcribed, before the perſon or perſons herein-before authoriſed to make ſuch regiſtry, and grant ſuch certificate, by the owner of ſuch ſhip or veſſel, if ſuch ſhip or veſſel is owned by, or belongs to one perſon only; or in caſe there ſhall be two joint-owners, then by both of them, if both be reſident within twenty miles of the port or place where ſuch regiſtry is required, or by one of ſuch owners, if one or both be reſident at a greater diſtance from ſuch port; or if the number of ſuch owners ſhall exceed two, then by the greater number of ſuch owners, if the greater number ſhall be reſident within twenty miles of ſuch port, not exceeding three of ſuch owners or proprietors, or by one of ſuch owners, if all ſhall reſide at a greater diſtance.

I *A. B.* of (*place of reſidence and occupation*) do make oath, that the ſhip or veſſel (*name*) of (*port or place*) whereof (*maſter's name*) is at preſent maſter, being (*kind of built, burthen, &c. as is deſcribed in the certificate of the ſurveying officer*) was (*when and where built, or if prize, capture and condemnation*) and that I the ſaid *A. B.* (*and the other owners names and occupations, if any, and where they reſpectfully reſide;* viz. *town, place, or pariſh, and county, or if member of, and reſident in any factory in foreign parts, or in any foreign town, or city, being an agent for, or partner in any houſe, or co-partnerſhip actually carrying on trade in Great Britain or Ireland, the name of ſuch factory, foreign town or city, and the names of ſuch houſe or co-partnerſhip*) am (*or are*) ſole owner (*or owners*) of the ſaid veſſel, and that no other perſon or perſons whatever hath or have any right, title, intereſt, ſhare or property therein or thereto; and that I the ſaid *A. B. and the ſaid other owners if any*) am (*or are*) truly and bona fide a ſubject (*or ſubjects*) of Great Britain; and that I the ſaid *A. B.* have not (*nor have any of the other owners, to the beſt of my knowledge and belief*) taken the oath of allegiance to any foreign ſtate whatever (*except under the terms of ſome capitulation deſcribing the particulars thereof*) or that ſince my taking (*or his or their taking*) the oath of allegiance to (*naming the foreign ſtates reſpectively to which he or any of the ſaid owners ſhall have taken the ſame*) and prior to the paſſing of an act in the twenty-ſixth year of the reign of King George the third, (intitled, *An act for the further increaſe and encouragement of ſhipping and navigation*) I have (*or he or they hath or have*) become a ſubject (*or ſubjects*) of Great Britain (*either by his Majeſty's letters patent, as a denizen or denizens, or naturalized by act of parliament, as the caſe may be, naming the date of the letters of denization, or the act or acts of parliament for naturalization reſpectively*) or (*as the caſe may be*) I have (*or he or they hath or have*) become a denizen (*or denizens, or naturalized ſubject, or ſubjects, as the caſe may be*) of Great Britain, by his Majeſty's letters patent, or by an act of parliament paſſed ſince the 1ſt. of January, 1786 (*naming the times when ſuch letters of denization have been granted reſpectively, or the year in which ſuch act or acts for naturalization have paſſed reſpectively*) and that no foreigner, directly or indirectly, hath any ſhare or part or intereſt in the ſaid ſhip or veſſel.

XI. That

XI. That, in caſe the owners ſhall amount to three or more, and three of ſuch owners ſhall not perſonally attend to take and ſubſcribe the oath directed to be taken and ſubſcribed, then and in ſuch caſe, ſuch owner or proprietor as ſhall perſonally attend and take and ſubſcribe the oath, ſhall further make oath, that the part owner then abſent is not reſident within twenty miles, and hath not, to his knowledge or belief, wilfully abſented, in order to avoid the taking of the ſaid oath, or is prevented by illneſs.

XII. And to enable the proper officer of his Majeſty's cuſtoms to grant a certificate, accurately deſcribing every ſhip or veſſel to be regiſtered, and all other officers of his Majeſty's cuſtoms, on due examination, to diſcover whether ſuch ſhip or veſſel is the ſame for which a certificate is alledged to have been granted; it is enacted, That, previous to the regiſtering or granting of any certificate, ſome one or more perſon or perſons, appointed by the commiſſioners of his Majeſty's cuſtoms in England and Scotland, or by the governor, lieutenant governor, or commander in chief, for the time being, in the iſlands of Guernſey, Jerſey, and Man, or of the colonies, plantations, iſlands or territories aforeſaid (taking to his or their aſſiſtance a perſon or perſons ſkilled in the building and admeaſurement of ſhips) ſhall go on board ſuch ſhip or veſſel as is to be regiſtered, and ſtrictly admeaſure every ſuch ſhip or veſſel, in the preſence of the maſter, or of any other perſon, who ſhall be appointed for that purpoſe on the part of the owner or owners, or in his or their abſence, by the ſaid maſter, and ſhall deliver a true and juſt account, in writing, of all ſuch particulars of the build, deſcription and admeaſurement of ſuch ſhip or veſſel as are ſpecified in the certificate above recited, to the perſon who ſhall be authoriſed to make ſuch regiſtry; and the ſaid maſter, or other perſon attending on the part of the owners, is hereby required to ſign his name alſo to the certificate of ſuch ſurveying officer, in teſtimony of the truth, provided ſuch maſter, or other perſon ſhall conſent, and agree to the ſeveral particulars, ſet forth and deſcribed therein.

XIII. That if ſuch perſon ſo appointed to admeaſure ſuch ſhips or veſſels, ſhall wilfully deliver to any perſon authoriſed to make regiſtry, and grant certificates, a falſe deſcription of any of the particulars required to be in ſuch certificate; or if

any perſon herein-before authoriſed to make ſuch regiſtry, and grant certificates, ſhall knowingly make any falſe regiſter, or grant any falſe certificate, in regard to any of the particulars required by this act, he or they, on being convicted thereof in any of his Majeſty's courts of record, ſhall reſpectively forfeit one hundred pounds, and be forever incapable of holding any office under his Majeſty.

XIV. Recites that the officer ſo appointed to admeaſure ſuch ſhips and veſſels may not always be enabled to cauſe ſuch ſhip or veſſel to be laid on ſhore, for aſcertaining her tonnage according to the rule now by law preſcribed; and it would in ſome caſes endanger ſuch ſhip or veſſel; it is therefore enacted, That where it may be neceſſary to aſcertain the tonnage of any ſuch ſhips or veſſels, when afloat, the following method ſhall be obſerved; *viz.* Drop a plumb line over the ſtern of the ſhip, and meaſure the diſtance between ſuch line and the after part of the ſtern poſt, at the load water-mark; then meaſure from the top of the ſaid plumb line, in a parallel direction with the water, to a perpendicular point, immediately over the load water-mark, at the forepart of the main ſtem, ſubtracting from ſuch meaſurement the above diſtance, the remainder will be the ſhip's extreme length, from which is to be deducted three inches for every foot of the load draught of water, for the rake abaft, and alſo three-fifths of the ſhip's breadth, for the rake forward, the remainder ſhall be eſteemed the juſt length of the keel to find the tonnage; and the breadth ſhall be taken from outſide to outſide of the plank, in the broadeſt part of the ſhip, either above or below the main whales, excluſive of all manner of ſheathing, or doubling, that may be wrought upon the ſide of the ſhip; then multiplying the length of the keel for tonnage, by the breadth ſo taken, and the product by half the breadth, and dividing by ninety-four, the quotient ſhall be deemed the true contents of the tonnage: Proviſo, that nothing herein ſhall be conſtrued to alter the manner of admeaſuring the tonnage of any ſhip which has heretofore been practiſed for the purpoſe of aſcertaining the light duties, or any other duties or impoſts, payable according to the tonnage of any ſhip or veſſel.

XV. That at the time of obtaining the certificate of regiſtry, ſecurity by bond ſhall be given to his Majeſty, by the maſter and ſuch of the owners as ſhall perſonally attend, ſuch

ſecurity

ſecurity to be taken by the perſon authoriſed to make ſuch regiſtry, and grant ſuch certificate, at the port where ſuch certificate ſhall be granted, in penalties following; *viz.* if ſuch ſhip or veſſel be a decked veſſel, or above fifteen tons, and not exceeding fifty tons, in one hundred pounds; if exceeding fifty, and not one hundred tons, in three hundred pounds; if exceeding one hundred, and not two hundred tons, in five hundred pounds; if exceeding two hundred, and not three hundred tons, in eight hundred pounds; and if exceeding three hundred tons, in one thouſand pounds: and the condition of every ſuch bond ſhall be, that ſuch certificate ſhall not be ſold, lent, or otherwiſe diſpoſed of to any perſon or perſons whatever, and that the ſame ſhall be ſolely made uſe of for the ſervice of the ſhip or veſſel for which it is granted; and that in caſe ſuch ſhip ſhall be loſt, or taken by the enemy, burnt or broken up, or otherwiſe prevented from returning to the port to which ſhe belongs, the certificate, if preſerved, ſhall be delivered up, within one month after the arrival of the maſter in any port or place of his Majeſty's dominions, to the collector and comptroller of ſome port of Great Britain, or of the Iſle of Man, or of the Britiſh plantations, or to the governor, lieutenant governor, or to the commander in chief, for the time being, of the iſlands of Guernſey or Jerſey; and that if any foreigner, or any perſon or perſons for his uſe and benefit, ſhall purchaſe or otherwiſe become intitled to the whole, or any part or ſhare of, or any intereſt in ſuch ſhip or veſſel, and the ſame ſhall be within the limits of any port in Great Britain, Guernſey, Jerſey, Man, or the Britiſh colonies, plantations, iſlands, or territories aforeſaid; then, and in ſuch caſe, the certificate of regiſtry ſhall, within ſeven days after ſuch purchaſe, or transfer of property in ſuch ſhip or veſſel, be delivered up to the perſon or perſons herein-before authoriſed to make ſuch regiſtry, and grant certificates of regiſtry, at ſuch port or place reſpectively as aforeſaid; and if ſuch ſhip or veſſel, ſhall be in any foreign port when ſuch purchaſe or transfer ſhall take place, then that the ſame ſhall be delivered up to the Britiſh conſul, or other chief Britiſh officer, reſident at, or neareſt to ſuch foreign port; or if ſuch ſhip or veſſel ſhall be at ſea when ſuch purchaſe or transfer ſhall take place, then the ſame ſhall be delivered up to the Britiſh conſul, or other chief Britiſh officer, at the foreign port or place in or at which the maſter,

or other perſon having or taking the charge or command of ſuch ſhip or veſſel, ſhall firſt arrive after ſuch purchaſe or transfer at ſea, immediately after his arrival in ſuch foreign port; but if ſuch maſter, or other perſon who had the command thereof, at the time of ſuch purchaſe, ſhall not arrive at a foreign port, but ſhall arrive at ſome port of Great Britain, Guernſey, Jerſey, Man, or his Majeſty's ſaid colonies, plantations, iſlands, or territories, then that the ſame ſhall be delivered up in manner aforeſaid, within fourteen days after the arrival of ſuch ſhip or veſſel, or of the perſon who had the command thereof, in any port of Great Britain, Guernſey, Jerſey, Man, or any of his Majeſty's ſaid colonies, plantations, iſlands, or territories: And that if any paſs, commonly called *A Mediterranean Paſs*, ſhall have been obtained or procured for any ſhip or veſſel, then, and in ſuch caſe the ſame ſhall be delivered up at the ſame time, and in like manner, with the certificate of regiſtry aforeſaid, to the perſon or perſons hereinbefore authoriſed to receive ſuch certificate of regiſtry: And ſuch certificates, ſo delivered up, ſhall forthwith be tranſmitted to the commiſſioners of his Majeſty's cuſtoms in England and Scotland reſpectively, and ſuch Mediterranean Paſſes ſhall be alſo tranſmitted to the commiſſioners for executing the office of Lord High Admiral of Great Britain, by the perſon, or perſons, herein-before authoriſed to receive ſuch certificate and paſſes, in order that the ſame may be cancelled.

Note, That maſters of veſſels being required to give bond, it is conſidered that a minor cannot be maſter of a veſſel, as his bond would not be a good one.

XVI. Recites, that the proviſions made in the ſaid act, touching the endorſement on certificates of regiſtry, in caſe of any alteration of the property in any ſhip or veſſel, in the ſame port to which the ſhip or veſſel belongs, have been found inſufficient; it is enacted, That beſides the endorſement required by the ſaid act, there ſhall alſo be endorſed on the certificate of regiſtry, before two witneſſes, the town, place, or pariſh where all perſons to whom the property in any ſhip or veſſel ſhall be transferred, ſhall reſide: or if ſuch perſons uſually reſide in any country not under the dominion of his Majeſty, but in ſome Britiſh factory, the name of ſuch factory of which ſuch perſons are members; or if ſuch perſon or perſons reſide in any foreign town or city, and are not members

members of ſome Britiſh factory, the name of ſuch foreign town or city where ſuch perſon or perſons uſually reſide, and alſo the names of the houſe or co-partnerſhip in Great Britain or Ireland, for or with whom ſuch are agents or partners; and the perſon to whom the property of ſuch ſhip or veſſel ſhall be ſo transferred, or his agent, ſhall alſo deliver a copy of ſuch endorſement to the perſon authoriſed to make regiſtry, and grant certificates of regiſtry, who are required to cauſe an entry to be endorſed on the oath or affidavit, upon which the original certificate of regiſtry of ſuch ſhip or veſſel was obtained; and alſo make a memorandum in the book of regiſters which is hereby directed to be kept, and forthwith give notice to the commiſſioners of his Majeſty's cuſtoms in England or Scotland, under whom they reſpectively act.

XVII. That ſo often as the property in any ſhip or veſſel, belonging to any of his Majeſty's ſubjects, ſhall be transferred to any other of his Majeſty's ſubjects, in whole, or in part, the certificate of the regiſtry of ſuch ſhip or veſſel ſhall be truly and accurately recited, in words at length, in the bill, or other inſtrument of ſale thereof, and that otherwiſe ſuch bill of ſale ſhall be utterly void.

XVIII. That ſo often as the maſter, or other perſon having command of any ſhip or veſſel, regiſtered, ſhall be changed, the maſter, or owner of ſuch ſhip or veſſel, ſhall deliver to the perſon authoriſed to make ſuch regiſtry, and grant ſuch certificates, at the port where ſuch change ſhall take place, the certificate of regiſtry belonging to ſuch ſhip or veſſel; who ſhall endorſe, and ſubſcribe a memorandum of ſuch change, and ſhall forthwith give notice to the proper officer of the port where ſuch ſhip or veſſel was laſt regiſtered; who ſhall likewiſe make a memorandum of the ſame in the book of regiſters, and give notice to the commiſſioners of his Majeſty's cuſtoms in England or Scotland.

XIX. That it ſhall not be lawful, for any owner of any ſhip or veſſel to give any name to ſuch ſhip or veſſel, other than that by which ſhe was firſt regiſtered; and that the owners of every ſhip or veſſel which ſhall be ſo regiſtered, ſhall, within one month from the time of ſuch regiſtry, paint in white or yellow letters, of a length not leſs than four inches, upon a black ground, on ſome conſpicuous part of the ſtern (provided there ſhall be ſufficient ſpace, but if not, then in

letters

letters as large as ſuch ſpace will admit) the name by which ſuch ſhip or veſſel ſhall have been regiſtered, and the port to which ſhe belongs, and ſo keep and preſerve the ſame; and that if ſuch owners, or maſter or other perſon having the command of ſuch ſhip or veſſel, ſhall wilfully alter, eraſe, hide or conceal, or permit the ſame to be done, unleſs in the caſe of ſquare-rigged veſſels in time of war, or ſhall in any written or printed paper deſcribe ſuch ſhip or veſſel by any name, other than that by which ſhe was firſt regiſtered, or ſhall verbally deſcribe or cauſe ſuch ſhip or veſſel to be deſcribed, by any other name, to any officer of his Majeſty's revenue, in the due execution of his duty, then, ſuch owner or owners, maſter or other perſon having command of ſuch ſhip or veſſel, ſhall forfeit the ſum of one hundred pounds.

XX. That all perſons who ſhall apply for a certificate of the regiſtry of any ſhip or veſſel, in Great Britain, Guernſey, Jerſey, or the Iſle of Man, which ſhall be built, or whoſe building ſhall be completed after the 1ſt. of Auguſt, 1786, ſhall produce to the perſon authoriſed to grant ſuch certificate, a true account, under the hand of the builder of ſuch ſhip or veſſel, of the proper denomination, the time when, and the place where ſuch ſhip or veſſel was built; and an exact account of the tonnage of ſuch ſhip or veſſel, together with the name of the firſt purchaſer or purchaſers thereof, and alſo make oath, before the perſon herein-before authoriſed to grant ſuch certificate, that the ſhip or veſſel for which ſuch certificate is required, is the ſame with that which is ſo deſcribed by the builder.

XXI. That every perſon who, from the 1ſt. of January, 1787, ſhall apply for ſuch certificate in any of his Majeſty's ſaid colonies, plantations, or territories, ſhall, before ſuch certificate is granted, produce the like account, under the hand of the builder, and take the like oath as is herein-before required to be produced and taken by perſons applying for the like certificate in Great Britain.

XXII. That if the certificate of the regiſtry of any ſhip or veſſel, which ſhall be obtained in purſuance of this act, ſhall happen to be loſt or miſlaid, a regiſter and certificate *de novo*, in the form herein before directed, ſhall be granted for ſuch ſhip or veſſel, on the maſter and one of the owners (if reſiding in Great Britain, &c.) making proof of the loſs to the ſatisfaction

tisfaction of the commiſſioners of the cuſtoms, and ſecurity is to be given in the penalty of five hundred pounds, if the ſhip be of the burthen of one hundred tons, and ſo in proportion, to the collector of the port, that the regiſter ſhall not be fraudulently diſpoſed of or uſed contrary to law; and that the ſame, when found, ſhall be delivered up to be cancelled.

XXIII. Proviſo, that in every ſuch caſe, ſuch ſecurity ſhall be given as is herein directed; and in lieu of the oath directed to be taken by the ſaid recited act, the like oath ſhall be taken and ſubſcribed as is herein-before directed, by the owner, or owners, of ſuch ſhips and veſſels as are required to be regiſtered by this act.

XXIV. That if any ſhip or veſſel, after ſhe ſhall have been regiſtered, ſhall be altered in form of burthen, by being lengthened or built upon, or ſhall be altered from a ſloop to a brigantine, or from any one denomination of a veſſel to another, by the mode or method of rigging or fitting, in ſuch caſe ſuch ſhip or veſſel ſhall be regiſtered *de novo*, as ſoon as ſhe returns to the port to which ſhe belongs, or to any other port, in which ſhe may be legally regiſtered by virtue of this act, on failure whereof, ſuch ſhip or veſſel ſhall, to all intents and purpoſes be conſidered, and deemed, and taken to be a foreign ſhip or veſſel.

XXV. That the owners of all ſuch ſhips and veſſels as ſhall be taken by any of his Majeſty's ſhips of war, or by any private, or other ſhip or veſſel, and condemned as lawful prize in any court of Admiralty, ſhall, upon regiſtering ſuch ſhip or veſſel, before they ſhall obtain ſuch certificate, produce to the proper officer of his Majeſty's cuſtoms a certificate of the condemnation of ſuch ſhip or veſſel, and alſo a true account in writing, of all the particulars contained in the certificate herein-before ſet forth, to be made and ſubſcribed by one or more ſkilful perſons, to be appointed by the court to ſurvey ſuch ſhip or veſſel; and ſhall alſo make oath before the ſaid officer, that ſuch ſhip or veſſel, is the ſame veſſel which is mentioned in the certificate.

XXVI. Proviſo, That no ſhip or veſſel, which ſhall be taken and condemned as prize in any court of Admirality, ſhall be regiſtered in the iſlands of Guernſey, Jerſey, or the Iſle of Man, although belonging to his Majeſty's ſubjects reſiding in

thoſe iſlands; but that the duties now due, and payable to his Majeſty on ſuch ſhips or veſſels may be levied and collected, the ſame ſhall be regiſtered either at Southampton, Weymouth, Exeter, Plymouth, Falmouth, Liverpool, or Whitehaven, by the collector and comptroller at ſuch ports reſpectively.

XXVII. That in all caſes where any ſhip or veſſel, taken and condemned, in any of his Majeſty's colonies, plantations, iſlands, or territories aforeſaid, ſhall be regiſtered, and obtain a certificate, an exact and particular account ſhall be ſubjoined to ſuch certificate, of the ſum for which ſuch ſhip or veſſel ſhall have been ſold, verified by the oath of the perſon who ſhall apply for ſuch regiſtry and certificate, in order that the aforeſaid duties, due and payable to his Majeſty, may be the better levied and collected, upon the arrival of ſuch ſhip or veſſel in any port or place of Great Britain, where ſuch duties are by law due and payable.

XXVIII. That the certificates, which ſhall hereafter be granted in purſuance of this act, ſhall diſtinguiſh whether ſuch ſhips or veſſels be of the build of Great Britain or Ireland, Guernſey, Jerſey, or the Iſle of Man, or the colonies, plantations, iſlands or territories aforeſaid, or of any foreign country; and ſhall, if Britiſh built, be entitled, *certificate of Britiſh plantation regiſtry*; and if ſuch ſhip be foreign built, ſhall be entitled, *certificate of foreign ſhips regiſtry for the European trade, Britiſh property*, as the caſe may be.

Note, The 29, 30, 31, 32, and 33, clauſes relating only to the time allowed for the regiſtering of veſſels, from the paſſing of this act, and that time being now elapſed, it becomes unneceſſary to inſert them.

XXXIV. That after the expiration of the notice before required, the maſter, or other perſon having the command of every ſhip or veſſel, which ſhall have been regiſtered, and ſhall have procured a certificate of the regiſtry, ſhall, upon demand, produce ſuch certificate of regiſtry to the principal officer, or officers, of every port of his Majeſty's dominions, or to the Britiſh conſul, or other chief Britiſh officer in any foreign port, in which ſuch ſhip or veſſel ſhall arrive, for the inſpection of ſuch officer, &c. in order to ſatisfy him or them that ſhe has been properly regiſtered, under the penalty of one hundred pounds.

XXXV. That the proper officer at every port where regiſters

giſters and certificates ſhall be granted, ſhall progreſſively number the ſame as they ſhall be ſeverally granted, beginning ſuch numeration at the commencement of each and every year; and ſhall enter an exact copy of every ſuch certificate, with the number thereof, in a book; and ſhall alſo forthwith, or within one month at the furtheſt, tranſmit to the commiſſioners of his Majeſty's cuſtoms in London and Edinburgh, under whom they act, a true copy, together with the number of every certificate which ſhall be by him ſo granted; and if any ſuch officer or officers ſhall neglect, he or they ſo offending ſhall, for the firſt offence, forfeit one hundred pounds, and, for the ſecond offence, two hundred pounds, and be diſmiſſed from his or their office or offices.

XXXVI. That the commiſſioners of his Majeſty's cuſtoms in Scotland ſhall in like manner tranſmit, at the end of every month in each year, to the commiſſioners of his Majeſty's cuſtoms in England, true copies of all ſuch certificates as ſhall be granted by them, or by any officer within the limits of their commiſſion.

XXXVII. That in lieu of all ſtamp duties, now by law impoſed on ſuch bonds as ſhall be entered into by the owner or owners, of any ſhip or veſſel built before the 1ſt. of May, 1786, or by any perſon or perſons on their behalf, upon ſuch ſhip or veſſel being firſt regiſtered, and obtaining a certificate, there ſhall be paid the ſum of one ſhilling, and that in lieu of all fees and perquiſites now payable to any perſon, on the regiſtry of any ſhip or veſſel, ſo built before the ſaid 1ſt. of May, 1786, there ſhall be paid on the firſt regiſtry of every ſuch ſhip or veſſel, the following ſums, by all ſhips and veſſels decked, or of the burthen of fifteen tons, and not exceeding fifty tons, one ſhilling and ſixpence; by all ſhips or veſſels exceeding fifty tons, and not exceeding one hundred tons, two ſhillings and ſix-pence; and by all ſhips or veſſels exceeding one hundred tons, and not exceeding two hundred tons, three ſhillings and ſix-pence; and by all ſhips or veſſels exceeding two hundred tons, five ſhillings; which ſeveral ſums ſhall be payable to ſuch officers, in the ſame ſhares and proportions, in which the ſums now payable are diſtributed: Proviſo, that the ſtamp duties, fees, and perquiſites now payable upon the regiſtry of, or tranſfer of property in, any ſhip or veſſel, ſhall continue to be paid as heretofore, except upon the firſt regiſtry, of any ſhip or veſſel built, and regiſtered, before the 1ſt. of May, 1786.

XXXVIII. Recites, that, ſince the concluſion of the late war, regiſters have been granted ſhips and veſſels not entitled, by his Majeſty's governors, or by the officers of his Majeſty's cuſtoms, in conſideration of ſervices rendered to the public by ſuch veſſels, at the evacuating the countries, or towns, and poſts held by his Majeſty's forces in the country now belonging to the United States of America, or in the removal of families, to whom ſuch ſhips and veſſels belong, into the countries now belonging to his Majeſty: Recites, that regiſters have alſo, in ſome caſes, been ſo granted to other ſhips and veſſels, by the governors of his Majeſty's colonies, plantations, iſlands, and territories, under diſconception of the laws relating thereto, and the property of ſuch ſhips or veſſels has, *bona fide*, and without fraud, been transferred to others of his Majeſty's ſubjects, who under the protection thereof now uſe and employ ſuch ſhips and veſſels: Recites, that it may be reaſonable, in particular caſes, where no fraud or colluſion ſhall appear to have been practiſed, that ſuch ſhips and veſſels be admitted to a regiſtry, and a certificate be granted to the owners: It is enacted, That it ſhall be lawful for his Majeſty to order any ſhip or veſſel, to be regiſtered, and have a certificate thereof, if his Majeſty ſhall think fit; and in caſe any ſuit ſhall have been commenced for the condemnation of ſuch ſhip or veſſel, it ſhall be lawful for his Majeſty, by order in council, to direct all proceedings to be ſtaid, either abſolutely, or upon ſuch terms as his Majeſty ſhall think fit.

XXXIX. That it ſhall be lawful for any governor, lieutenant governor, or commander in chief of any of his Majeſty's colonies, plantations, iſlands, or territories, in any of the caſes aforeſaid, if any ſuit, information, libel, or other proſecution or proceeding, of any nature or kind, ſhall have been commenced, or hereafter be commenced, in any court, in any of the ſaid colonies, plantations, iſlands, or territories, touching the force of any regiſter granted to any ſhip or veſſel, in any of the circumſtances aforeſaid, upon a repreſentation made to any ſuch governor, lieutenant governor, or commander in chief, to cauſe all proceedings to be ſtaid, if he ſhall ſee juſt cauſe ſo to do, until his Majeſty's pleaſure be known, and certified to him by his Majeſty; and ſuch governor, lieutenant governor, or commander in chief, is hereby required to tranſmit to one of his Majeſty's principal ſecretaries of ſtate, to be laid before

fore his Majeſty in council, an authenticated copy of the proceedings in every ſuch caſe, together with his reaſons for cauſing the ſame to be ſtaid, and ſuch documents as he may judge neceſſary for the information of his Majeſty.

XL. That if any perſon authoriſed by this act, in reſpect of his or their office or offices, to perform any act or thing directed, ſhall wilfully neglect, or refuſe to do or perform the ſame, every ſuch perſon neglecting ſhall, on being duly convicted, forfeit five hundred pounds, and for the ſecond offence, five hundred pounds, and ſhall from thenceforth be rendered incapable of ſerving his Majeſty.

XLI. That if any perſon ſhall falſely make oath to any of the matters herein-before required to be verifyed, ſuch perſon ſhall ſuffer the like pains and penalties, as are incurred by perſons committing wilful and corrupt perjury; and that if any perſon ſhall counterfeit, eraſe, alter, or falſify any certificate, or ſhall knowingly, or wilfully make uſe of any certificate ſo counterfeited, eraſed, altered, or falſified, ſuch perſon ſhall, for every ſuch offence, forfeit five hundred pounds.

XLII. That all the penalties, and forfeitures, ſhall be ſued for in ſuch courts, and be diſpoſed of in ſuch manner, as any penalties inflicted, for any offence committed againſt the laws of cuſtoms, may now be ſued for; and that the officer, or officers, concerned in ſeizures, or proſecutions, ſhall be entitled to, and receive the ſame ſhare of the produce as in caſe of ſeizure for unlawful importation, and to ſuch ſhare of the produce ariſing from any pecuniary fine or penalty, for any offence againſt this act, as any officer is by any law entitled to, upon proſecutions for pecuniary penalties.

XLIII. That every matter contained in the ſaid herein-before recited acts, or in any act of parliament heretofore paſſed, touching the trade, ſhipping and navigation of Great Britain, and the colonies, plantations, iſlands, and territories thereunto belonging, which is not hereby expreſsly altered or repealed, ſhall remain and continue in full force; and ſo far as the ſame relate to the regiſtry of ſhips and veſſels, ſhall be deemed to extend to all ſhips and veſſels, required by this act to be regiſtered, &c.

XLIV. That the ſhips and veſſels, belonging to his Majeſty's ſubjects reſiding in Ireland, being duly qualified and regiſtered, ſhall continue to enjoy all the privileges and advantages to

which ſuch ſhips and veſſels were entitled before the paſſing of this act, until the end of four calender months, from the commencement of the firſt ſeſſion of the parliament of Ireland which ſhall hereafter ſit, during four calendar months; without prorogation or diſſolution; and from the end of that time, every ſhip or veſſel which ſhall, by virtue of any act which may be paſſed in Ireland, be qualified and regiſtered in any of the ports of the ſaid kingdom, under ſimilar regulations to thoſe herein contained, ſhall continue to enjoy all the privileges of a Britiſh built ſhip, or foreign built ſhip, owned by his Majeſty's ſubjects.

Of SHIPS, OWNERS, &c.

IN treating of maritime affairs, the owners of ſhips are the firſt who naturally challenge our regard, and they become ſuch either by building or purchaſing their veſſels; and this, either in partnerſhip or alone; and if the former, and the property is diſtributed among ſeveral, the major part of them may let the ſhip out to freight againſt the conſent, though not without the privity of the minor.

Owners are not bound to continue their paction or partnerſhip longer than they pleaſe, for though by the law marine it was required, that a new built ſhip ſhould make one voyage upon the common riſk, before the owners ſhould be allowed to ſeparate, yet by the law of England any owner may ſell or transfer his right at what time he pleaſes.

But if any one obſtinately refuſes his conſent to a voyage, the law will force him either to hold or ſell his ſhare: But, if he will ſet no price, the reſt may fit the ſhip out at their own coſt and charges, and whatſoever freight ſhe earns ſhall be ſolely theirs, and no part thereof be given to the diſſenting owner, but if the ſhip ſhould miſcarry, or be caſt away, the reſt muſt make him ſatisfaction for the part he held.

But, on the contrary, if the greateſt part of the owners refuſe to fit out the veſſel, they ſhall not be compelled, on account of the majority, but in this caſe, the ſhip ſhall be valued and ſold, and the like where part of the owners become deficient and unable to fit her out.

Owners

Owners of ſhips are liable for the actions of the maſter they employ, therefore it behoves them carefully to conſult as well the honeſty as ability of him they intend to commit the care of their intereſts to, as the charge both of the veſſel and its lading reſts on him; and the owners are obliged, both by the common laws of England and the law-marine, to make ſatisfaction for all damages that ſhall accrue through the maſter's neglect, and were formerly obliged to make good the contents of a bill of loading ſigned by the maſter, provided he abſconded, though the ſaid bill of loading might be iniquitouſly obtained; as I remember to have occurred with a merchant, who had a ſhip of his own from Liſbon, and was arreſted; I think in fifteen actions for money his maſter had ſigned bills of loading for, and had run away with, and which he might have continued coining, and firmed new bills every day to the utter ruin of his owner, though never ſo wealthy, had not the act 7 *Geo.* II. chap. 15. ſect. 1. prevented ſuch fraudulent proceedings by limiting the owners loſs to ſhip and freight, ſo that he now knows the extent of what damage a roguiſh maſter can do him, which was before unaſcertained and endleſs.

On the other hand, if the maſter commits offences, either negligently or wilfully, he ſhall be reſponſible to his owners for the reparation of damages, and they are not bound to ſue jointly, but may do it ſeparately, both according to the common and marine law; as alſo in caſe the ſhip hath by freight got ſomething clear to divide, and the maſter hath paid ſome of the owners their parts, the reſt may bring their action for their ſhares without joining with the others.

If a ſhip commits a piracy, and is thereby become forfeited, but before ſeizure ſhe be *bona fide* ſold, the property ſhall not be queſtioned, nor the owners diveſted of the ſame.

If a man gets poſſeſſion of a ſhip, without a juſt title to the ſame, he ſhall, by the law marine, anſwer for ſuch profit, as the ſhip, in all probability, might have earned.

In caſe any foreign goods ſhall, by any collier, fiſher-boat, or other coaſting veſſel, be taken in at ſea, or out of any veſſel, to be landed, or put into any other ſhip or veſſel, *&c.* within the limits of any port, without payment of the duties, ſuch goods ſhall be forfeited, and the maſter of ſuch collier, *&c.* ſhall forfeit treble the value, unleſs in caſe of neceſſity, of which ſuch maſter ſhall give notice, and make proof before the

the chief officers of the cuſtoms of the firſt port where he ſhall arrive; the maſter or other perſon taking charge of the ſhip out of which ſuch goods ſhall be taken in at ſea, ſhall forfeit treble the value.

Where any veſſel of fifty tons, or under, laden with cuſtomable, or prohibited goods, ſhall be found hovering on the coaſts, within the limits of any port, and not proceeding on her voyage, wind and weather permitting, any officer of the cuſtoms may go on board, and take an account of the lading, and demand ſecurity of the maſter, &c. by his own bond, to his Majeſty, &c. in treble the value of the foreign goods on board, with condition that ſuch veſſel (as ſoon as wind and weather, and the ſtate of the veſſel doth permit) ſhall proceed on her voyage, and ſhall land ſuch goods in ſome foreign port. And if ſuch maſter, &c. ſhall refuſe to enter into ſuch bond, or ſhall not proceed on ſuch voyage, as ſoon as wind, weather, and the ſtate of ſuch ſhip, will permit, unleſs ſuffered to make longer ſtay by the collector, or other chief officer, not exceeding twenty days, all the foreign goods on board ſuch veſſel may, by any officer of the cuſtoms by direction of the collector, or other principal officer, be taken out of the ſhip and ſecured; and, if ſuch goods are cuſtomable, the duties ſhall be paid; and wool, or any prohibited goods, found on board, are declared ſubject to forfeiture.

All goods found concealed on board any ſhip after the maſter ſhall have made his report at the cuſtom-houſe, and not mentioned in the ſaid report, ſhall be forfeited, and may be ſeized and proſecuted by any officer of the cuſtoms, and the maſter of ſuch ſhip, in caſe he was privy to ſuch concealment, ſhall forfeit treble the value of the goods.

Of ADMIRALTY.

ADMIRALTY, is the court for adjuſting marine affairs; and hath juriſdiction in all controverted caſes, originating *upon the high ſeas*; and muſt be reſorted to in many private commercial concerns, where the common law can give no remedy.

The Admiralty hath cognizance of the death or maiming a man, committed in any ſhip riding in great rivers, beneath the bridges thereof, near the ſea.

But

But if a Man be killed on any arm of the ſea, where the land is ſeen on both ſides, the coroner is by *Common Law* to inquire of it, and not the Admiral; for the county may take cognizance of it, and where a county may inquire, the Lord Admiral has no juriſdiction.

Every court of Admiralty in Europe, is governed by the *Civil Law:* and *ſentences* of any Admiralty in another kingdom, are to be *credited* here, that ours may alſo be *credited* there; but if any perſon be aggrieved by any ſentence, or interlocutory degree, that has the force of a definitive ſentence, he may petition the King, who may cauſe the complaint to be examined, and if he finds juſt cauſe, may ſend to his ambaſſador, where the ſentence was given, to demand redreſs, and upon failure thereof, will grant Letters of Marque and Repriſal.

If one be ſued in the Admiralty, contrary to the Statutes 13 and 15 R. II. he may have a *Superſedeas*, to cauſe the judge to ſtay the proceedings, and alſo have action againſt the party ſueing.

The *Civil Law*, is that body of laws compoſed out of the beſt of the *Roman* and *Grecian* laws, which were in the main received, and obſerved, throughout the Roman dominions, for about *twelve hundred* years; and differ greatly from what is called the *Common Law*, which means only the eſtabliſhed laws or ſtatutes of each particular land or country; without any other addition.

The Admiralty hath juriſdiction in caſe of freight, mariner's wages, and breach of charter-party (if the penalty be not demanded) although made within the realm; and likewiſe in caſe of building, mending, ſaving, and victualling ſhips, &c. ſo as the ſuit be againſt the ſhip, and not againſt the parties only.

Mariner's wages are contracted on the credit of the ſhip, and they may all join ſuit in the Admiralty. Whereas in Common Law, they muſt all ſever: On the contrary, the maſter of a ſhip contracts on the owner's credit, and not the ſhip's, therefore he cannot proſecute in the Admiralty for his wages. 1 *Salk* 33.

If goods delivered on ſhip-board are embezzled, all the mariners ought to contribute to the ſatisfaction of the ſufferer, by maritime law.

The

The maſter of a ſhip may pledge, or bottomry the ſhip, without conſent of the owners, for tackling and victuals; or he may borrow money for the neceſſaries of the ſhip; and the creditor may proceed in the Admiralty againſt either ſhip or owners. But it has been determined, that the maſter cannot, of his own accord, *ſell* the ſhip and broken tackle, even though there was no probability of its being ſaved.

No ſhip can be arreſted by Admiralty proceſs, without a regular ſuit.

The Admiralty has juriſdiction, where a ſhip founders, or is ſplit *at ſea*, over the goods that are become *flotſam*, *jetſam*, or *legan*; and ſhall determine what it is by the rules of civil law.

In caſes of difference between owners, Admiralty may take ſtipulation, in nature of a recognizance.

Thirty-ſeven part owners of a ſhip, would ſend her a voyage, againſt the conſent of the other owners; upon which the Admiralty took ſtipulation of the thirty-ſeven, for ſecurity for the ſafe bringing back the ſhip. The ſhip being loſt, the non-conſenting owners libelled upon the ſtipulation, againſt the thirty-ſeven, moved for a prohibition; but it was decreed, that though, by the common law, any part owner may hinder the reſt from ſending their ſhip a voyage, without their conſent; yet the law of the Admiralty is otherwiſe; and for the encouragement of Navigation, the court of Admiralty will permit the ſhip to make the voyage, upon ſecurity being given to bring her ſafe back again, in as good condition as when ſhe departed. See *Raymon*, 235. *Blacket* and *Anſley*.

By the above, it appears, that by authority of the Admiralty, the majority of owners may ſend a ſhip upon a voyage to ſea, againſt the conſent of the reſt, but if the ſhip be loſt, then all the loſs falls totally upon the adventurers, and they muſt anſwer to the non-conſenting owners accordingly.

Of CONVOYS.

THE officers and ſeamen of all ſhips of war appointed for convoy of merchant ſhips, or of any other, ſhall diligently attend upon that charge without delay, according to their inſtructions; and whoſoever ſhall be faulty therein, and ſhall not perform their duty, and defend the ſhips and goods in their convoy, without either diverting to other parts, or occaſions, or refuſing,

fuſing, or neglecting to fight in their defence, if they be aſſailed, or running away cowardly, and ſubmitting the convoy to peril and hazard, or ſhall demand or exact any money or other reward from any merchant or maſter, for convoying of any veſſels intruſted to their care, or ſhall miſuſe the maſters or mariners thereof, ſhall be condemned to make reparation of the damage to the merchants, owners, or others, as the court of Admiralty ſhall adjudge, and alſo be puniſhed according to the quality of their offences, by death or other puniſhment, according as ſhall be adjudged by the court martial.

Of FREIGHT, CHARTER-PARTIES, DEMURRAGE, *and ſome other connected ſubjects.*

FREIGHT is the ſum agreed on for the hire of a ſhip, or carriage of goods, from one port to another; and muſt be paid in preference to all other debts, for which the goods ſtand engaged; but as the goods are anſwerable to the ſhip for her hire, ſo is the ſhip to the owner of the goods, in caſe of damage or waſte, through any defect of the veſſel or ſailors.

Charter-party, is the ſame in civil law, with an indenture in the common law: it ſettles the agreement with the maſter or owner, as the bills of loading do the contents of the cargo; and binds the maſter, or owner, to deliver them well conditioned, at the place of diſcharge, according to the agreement; and, for performance, the maſter, or owner, obliges himſelf, ſhip, tackle, and furniture.

The taking a ſhip to freight, is the hiring her of her maſter or owners, either in part or the whole, and either by the month, for an entire voyage, or by the ton, or for a certain ſtipulated ſum, let the ſhip make out more or leſs, and the contract reduced into writing, is commonly called a Charter-party, of which there muſt be two copies; one ſigned by the merchant, and delivered to the maſter or owners; the other ſigned by the maſter, and delivered to the merchant. This agreement between the merchant or freighter, and the perſon who lets the ſhip, muſt expreſs the different particulars agreed on; whether *outward* or *inward*, or both, or to ſeveral ports, called a Trading Voyage, &c. &c.

The maſter, or owners, are to provide a ſufficiency of tackle and mariners, and to fit the ſhip in every reſpect for performing the voyage. The merchant, on his part, is to comply with the payment promiſed for freight, on delivery of his goods, and both oblige themſelves in penalties for non-compliance.

If there be a verbal agreement only, and earneſt given, and the ſame be broken off by either party, the party damnified, may bring his action upon the caſe, and recover all the damages of the agreement.

If, by the time appointed in the charter-party, the ſhip is not ready to take in, or the merchant (after the days of demurrage commonly granted) not ready to load, the parties are at liberty, and the ſuffering one has his remedy againſt the other by action, to recompenſe the damage.

Carriers, hoymen, and maſters of ſhips, are anſwerable for the neglect of thoſe who act under them: But carriers are not anſwerable for goods loſt by tempeſt.

What acceptance makes a carrier liable.—Per. King C. J.

IF a box is delivered *generally* to a carrier or lighterman, and he accepts it, he is anſwerable, though the party did not tell him there was money in it. But if the carrier aſks, and the other ſays no; or if he accepts it conditionally, provided there is no money in it, in either of theſe caſes, the carrier is not liable.

If part of the loading be on board, and ſome intervening misfortune prevents the merchant from ſhipping the whole in time, the maſter is at liberty to contract with another, and ſhall have freight, by way of damage, for the time that thoſe goods were on board after that limited, for ſuch agreements, being of a conditional nature, and preceding a failure, as to a complete loading, will determine the ſame, unleſs afterwards *affirmed by conſent:* and though it be not prudent for every merchant or maſter to depart from the contract, on non-compliance of articles, yet it is the higheſt juſtice that ſhips and maſters ſhould remain free; for otherwiſe, by the bare loading of a caſk or bale, they might be defeated of the opportunity of the paſſage, or the ſeaſon of the year.

So, on the other hand, if the veſſel be not ready, the merchant may ſhip the remainder of his goods on board another,

and

and diſcharge the firſt, and recover damages againſt the maſter or owners of the firſt; this being grounded on the like reaſon as the former.

Atkinſon contracted with Buckle, for the carriage of one hundred quarters of barley, and promiſed to deliver him the hundred quarters of barley on ſhip-board, at Barton-haven, in the county of York, to carry them for him, and for the carriage thereof did promiſe to pay him ſo much; and Buckle promiſed to carry the ſame for him, and accordingly brought his ſhip to the ſaid haven, expecting there the delivery of the hundred quarters of barley; but Atkinſon came not to deliver the ſame unto him: Whereupon Buckle brought his action of the caſe upon the promiſe, and upon *non-aſſumpſit* pleaded, had a verdict and judgment, which was affirmed upon a writ of error. 3 *Buſt.* 152. 1 *Ro.* 312.

If goods are fully loaden on board, and the ſhip had *broke ground*, and the merchant, on after conſideration, determines again to unload them, and not proſecute the adventure, by the *marine law*, the freight is due.

In caſe a ſhip is freighted out, and in conſequence of the agreement, receives her loading a-board, if an embargo happens afterwards, and her cargo is taken as forfeited, yet the owners ſhall, notwithſtanding, receive freight, as the fault was not in them, but in him whoſe property the goods were. *Dig. lib.* 19. *tit.* 2. 61.

And if the ſhip in her voyage becomes unable, without the maſter's fault, or that the maſter or ſhip be arreſted by any foreign prince, or ſtate, in her voyage, the maſter may either *mend his ſhip*, or *freight another*; but if the merchant will not conſent thereto, the freight becomes due for ſo much as the ſhip hath earned; otherwiſe, the maſter is liable for all damages that ſhall happen: And therefore, if that ſhip, to which the goods are tranſlated, periſh, the maſter ſhall anſwer; but if both the ſhips periſh, then he is diſcharged. But in caſe of extreme neceſſity, as that the ſhip is in a ſinking condition, and an empty ſhip is paſſing by, or at hand, he may tranſlate the goods; and if that ſhip ſinks or periſhes, he is there excuſed; but then, it muſt be apparent, that the ſhip ſeemed *probable* and *ſufficient*.

If a maſter ſhall weigh anchor, and ſail after the time agreed for his departure, if any damage happens at ſea after

that time, he ſhall refund and make good all ſuch misfortunes. Yet if a charter-party be made, that the plaintiff ſhall ſail from London to Liſbon, with the firſt fair wind and opportunity, &c. in conſideration of which the merchant did covenant to pay ſo much for freight; and the ſhip departs not with the firſt wind and opportunity, yet afterwards *breaks ground*, and arrives at her port, the freight, in this caſe, is become due; for there is nothing can debar the ſhip of her freight, but non-departure within reaſonable time.

If it be agreed, that the maſter ſhall ſail from London to Leghorn, in two months, and freight accordingly is agreed on, if he begins the voyage within two months, though he does not arrive at Leghorn within the time, yet the freight is become due.

The Eaſt India Company might, by charter-party, keep a ſhip they had freighted a long time in India, and did ſo keep her, till ſhe was unfit for ſervice, and could not come home; they were obliged in chancery to pay the damage, though by the charter-party it was payable on the return of the ſhip.

So, where no freight was to be paid for the cargo *outwards*, but freight for the cargo *homewards*, and the factor abroad had no goods to load her homewards, payment of the freight was decreed.

And if a ſhip is freighted to go to any place to load, and on arrival there the factor cannot, or will not put any thing on board him, after the maſter has laid the days agreed on by charter-party, and made his regular proteſts, he ſhall be paid empty or full.

A Trial before a Special Jury of Merchants, for Freight 1786.

ON Thurſday, the 26th, of February, 1786, was tried before Lord Loughborough, and a ſpecial jury of merchants, a cauſe between the owner of a ſhip, plaintiff, and a reſpectable merchant of London, defendant, for receiving upwards of three thouſand pounds, for *freight*. It appeared that the merchant had entered into a *charter-party*, for loading the plaintiff's ſhip home from the Weſt Indies, but had neglected ſo to do; ſo that the ſhip, after having ſtaid in the Weſt Indies the full number of days, limited in the charter-party, returned to Europe in ballaſt. The defence ſet up on the part of the merchant was, that the owner had, by his charter-party

covenanted

covenanted that the ſhip was *a real neutral ſhip*, whereas, ſhe was not ſo; but this aſſertion could not be proved; and therefore the jury gave a verdict for the ſhip-owners, to the amount of three thouſand two hundred pounds, and upwards.

Though the officers, and mariners, gave bond not to demand wages unleſs the ſhip returns to London, ſhe arrived at a delivering port, and afterwards was taken by an enemy, they had their wages to the delivering port.

If a ſhip be loſt before ſhe arrives at any port of delivery, the ſeamen loſe all their wages; but if ſhe be loſt after coming to a port of delivery, they only loſe the wages from the laſt port of delivery. If they run away, though after coming to a port of delivery, they loſe all their wages.

If a ſhip, outward bound, arrives at her deſtined port, unloads there, receives freight to return to England, and is taken by enemies on her return, the mariners ſhall have their wages to the time ſhe arrived at the port ſhe unloaded in, and for half the time ſhe ſtaid there to unload.

A ſhip-builder, entered into a treaty with a perſon who was to buy the ſhip of him, in order to become maſter. The latter, before the execution of any bill of ſale, hires ſeveral ſeamen to launch and rig the ſhip; they continued four months on board, fitting her for ſea, when upon a diſagreement between the builder and maſter, the ſeamen were diſcharged, having never been lower than Deptford with the ſhip. They then libelled in the Admiralty, againſt the body of the ſhip for their wages. C. J. Holt and Juſtice Powel were of opinion, they were as clearly entitled to their wages as if the ſhip had been a voyage.

If a ſeaman be impreſſed, before the ſhip arrives at the delivering port, and ſhe afterwards arrives there ſafe, his wages are recoverable for the time he ſerved. But if a ſhip be taken and ranſomed, and the men impreſſed before ſhe arrived at the delivering port, Holt was of opinion, no wages are recoverable by the men impreſſed.

An action was brought by a ſailor, for wages, in a voyage from Barnſtable to Newfoundland, and from thence to Spain, Portugal, or ſome other port in the Mediterranean. The ſhip was taken after her arrival at Newfoundland, and the action was brought for the wages due on that part of the voyage. Verdict was given for the defendant.

Leave

Leave was given to move for a new trial, upon a queſtion which aroſe at the former, "Whether the ſailors, in ſuch voyages, are entitled to their wages at Newfoundland, or not till the ſhip's arrival at the port of delivery of the fiſh."

It was the opinion of the court, that it is all one entire voyage. The fiſh is only the loading of the ſhip; no matter where taken in. And the ſhip was loſt before its arrival at the port of delivery: As the freighter loſt his cargo, the mariner ought to loſe his wages.

A NEW CASE, ON SAILORS WAGES.

On Monday, July 17, 1789. A Cauſe of importance was decided in the court of Admiralty, by Sir James Marriott.

IT was a proceſs by (Lincy) a ſeaman, againſt (Harriſon) maſter of the ſhip Hannibal, for wages due to him; on the performance of a coal voyage from London to Shields, and back to London; and the ſhip moored in the Pool.

The owner denied that the voyage was ended until the delivery of the cargo; and that they conſidered the ſeamen quitting the ſhip previous thereto, amounted to a deſertion, and forfeiting of wages—notwithſtanding the common idea, that a voyage is ended two or three tides after the ſhip is properly moored.

The Act of Geo. II. though evidently intended for ſhips, going foreign voyages, from its title, "For the better regulation of Seamen employed in the Merchant's Service;" was conſtrued to be applicable and extend to the coaſt and coal trade: and the plaintiff adjudged to forfeit agreeable to that act, a month's pay.

As a precedent to determine future actions of this ſort, and to warn the merchants; the learned judge limited the detention to twenty-eight days after the ſhips arrival at her moorings, before any claim can be made for wages as due, unleſs, previouſly diſcharged of her cargo.

Another Caſe, on a Seaman leaving a Ship before ſhe was unladen.

A Few days ago, a caſe of great importance to owners and maſters of veſſels was tried and determined in the court of Common Pleas, at Guildhall, before Lord Loughborough.

rough. The action was brought by one Slater, a ſeaman, late belonging to the Bourdeaux packet, againſt Captain Goodſir, the commander of that veſſel, to recover the value of his cloaths, which the captain detained, becauſe the plaintiff deſerted the ſhip before ſhe was diſcharged of her loading, contrary to the articles; which fact being proved, the jury, to the entire ſatisfaction of his Lordſhip and a crowded court, found a verdict for the defendant, whereby the validity of ſhips articles, according to the printed form, is fully eſtabliſhed.

If a ſhip is freighted from one port to another, and from thence to a third, fourth, and ſo home to the port from whence ſhe firſt ſailed (commonly called a *Trading Voyage*) this is but one and the ſame voyage, ſo as it be in conformity to the charter-party.

A contract is made between a merchant and a maſter of a ſhip, that, if he carries the merchant's goods to ſuch a port, he will then pay him ſo much money for freight. In making the voyage the ſhip is robbed by pirates, and part of her loading loſt, and afterwards the remainder is brought to the port of diſcharge. Here the ſum agreed on for freight is not due, the agreement not being performed on the part of the maſter; and this is a conditional contract. But it is otherwiſe by the civil law; for thereby the ſame is the dangers of the ſeas, which, if not expreſſed by naval agreements, is naturally implyed, and there was no default in the maſter or his mariners; and had theſe goods, which the pirates carried away, been thrown overboard in ſtreſs of weather, it would not have worked a diſability in the maſter, to receive the ſum agreed on; becauſe, both by the common law, and the law marine, the act of God, or that of an enemy, ſhall not have an effect to work a wrong, in actions private; and a pirate is eſteemed an enemy in our law.

If a ſhip be freighted by the ton, and ſhe is full loaden according to the charter-party, the freight is to be paid for the whole, otherwiſe but for ſo many tons as the loading amounted to.

If freight be contracted for the landing certain cattle, or the like, from Dublin to Weſt Cheſter, and ſome of them happen to die before the ſhip's arrival, the whole freight is become due, as well for the dead as the living.

But

But if the freight be contracted for tranſporting them at ſo much per head, if death happens, there ariſeth due no more freight, than only for ſuch as are living at the ſhip's arrival at her port of diſcharge, and not for the dead.

When cattle, or ſlaves, are ſent on board, without any previous agreement about loading or tranſporting them, but generally, then freight ſhall be paid as well for the dead as the living; and if freight be contracted for the tranſporting of women, and they happen in the voyage to be delivered of children, no freight becomes due for the infants.

A maſter of a ſhip is not bound to anſwer freight to the owners for paſſengers, where it appears they are not able to pay. If any paſſenger die on board, the maſter is obliged to inventory his effects; and if no claim be laid to them within a year, the maſter becomes proprietor of the goods, but anſwerable for them to the deceaſed's legal repreſentatives. Bedding and furniture becomes the maſter's, and his mate's; but the cloathing muſt be brought to the maſt-head, and there appraiſed and diſtributed among the crew. If a captain die, leaving money on board, and the mate, becoming captain, improves the money, he ſhall, on allowance for his care, account both for intereſt and profits.

If goods are ſent on board, generally, the freight muſt be according to that commonly paid for the like accuſtomed voyages.

If a ſhip ſhall be freighted, and named to be of ſuch a burthen, and being freighted by the ton, ſhall be found leſs, there ſhall no more be paid than only by the ton, for all the goods that are loaden on board.

And if a ſhip be freighted for two hundred tons, or thereabouts, the addition of *thereabouts* is commonly reduced to be within five tons, more or leſs, as the moiety of the number ten, whereof the whole is compounded.

If a ſhip be freighted by the great, and the burthen is not expreſſed, yet the ſum certain is to be paid.

If a freighter, by loading prohibited or unlawful goods, occaſions the ſhip's detention, or otherwiſe impedes her voyage, he ſhall pay the freight contracted and agreed on.

When a ſhip is freighted *out* and *in* (or *out* and *home*) there is no freight due till the whole voyage is performed; ſo that, if ſhe be caſt away coming home, the freight *outward* as well as *inward* becomes loſt.

If

If jewels, diamonds, or other goods are embezzled, or deſtroyed, by the maſter or mariners, the ſhip's owners are no further anſwerable, than the value of the ſhip and freight amounts to in ſuch voyage; and if the value of the ſhip and freight be not equal to the loſs ſuſtained, by the proprietors or freighters of the damaged or deſtroyed goods, they ſhall receive an average ſatisfaction, in proportion to their reſpective loſſes. But this article by no means precludes the ſufferers from proſecuting the maſter or mariners for ſuch damage or embezzlement.

If goods are ſpoiled by default of the maſter of a ſhip, employed by the owners, the owners are liable; but the action muſt be brought againſt all the part owners, who make but one maſter.

If ſeveral part-owners wiſh to ſend a ſhip on a voyage, but two or three other part-owners refuſe their conſent, the former may ſend her on the voyage, but they muſt give ſecurity to the latter for her ſafe return.

A part-owner of a ſhip ſued the other owners for his ſhare of the freight, on finiſhing her voyage; but the other owners had fitted her out, in which the complainant would not join, whereupon the other owners complained in the Admiralty; and by order there, they gave ſecurity, if the ſhip periſhed in the voyage, to make good to the plaintiff his ſhare, or to that effect; in ſuch caſe, by the law marine, and courſe of the Admiralty, the plaintiff was to have no ſhare of the freight. It was referred to Sir Lionel Jenkins, to certify the courſe of the Admiralty, who certified accordingly, and that it was ſo in all places, for otherwiſe there would be no navigation; whereupon the plaintiff's bill was diſmiſſed.

If a ſhip be repaired in the river Thames, and fitted out there, with new rigging and apparel, the ſhip itſelf is not liable, but the owners. If ſhe be repaired at ſea, the ſhip is liable, and the maſter may hypothecate (or pawn) her for payment of the charges.

The repairer of a ſhip may ſue either the maſter who employs him, or the owners; but if he undertakes it, or has a ſpecial promiſe from either, the other is diſcharged.

Where the maſter acts only for the benefit of his owners, it is not barratry, though it may be a deviation, or breach of contract.

If the owner of a ſhip lets it to another, he is ſtill liable for the loſs of gold ſent by that ſhip. The defendant, in an action of this kind, was a ſole owner of a ſhip, which he let to one Fletcher for a voyage at a certain ſum, and Fletcher was to have the benefit of carrying goods. The plaintiff ſent a quantity of moidores, and had bills of loading ſigned by the captain: and many of the moidores not being delivered according to conſignment, an action was brought againſt the defendant, the owner of the ſhip, to make him liable, as far as the ſhip and freight were worth, according to 7 *Geo.* II. *chap.* 15.

For the defendant it was inſiſted, that, though the ſhip was his property, yet he was not ſo owner as to be liable to the plaintiff, and that Fletcher is for his purpoſe the owner. But it appearing the defendant had covenanted for the condition of the ſhip, and the behaviour of the maſter, the chief juſtice held he was liable to the plaintiff; and the freight he had in general from Fletcher was ſufficient, though the identical freight for the gold belonged to the other; and Fletcher had only the uſe of the ſhip, but no ownerſhip.

If the maſter of a ſhip buys proviſions for her, and has money from the owners to pay for the proviſions, but fails without paying the money, the owners are liable to pay, in proportion to their reſpective ſhares in the ſhip; the maſter being but a ſervant to the owners.

If a maſter lets out his ſhip, and afterwards ſecretly takes in other goods, unknown to the firſt freighter, by law marine he loſes his freight; and if it ſhould ſo fall out, that any of the freighter's goods ſhould, for the ſafety of the ſhip, be caſt overboard, the reſt ſhall not be ſubject to average, but the maſter ſhall make the damage good; though, if the goods are brought into the ſhip *ſecretly* and unknown to him, it is otherwiſe; and goods ſo brought in, may be ſubject to what freight the maſter thinks fit.

When a ſhip puts into any other port, than that ſhe was bound to by agreement, the maſter ſhall anſwer all damages that ſhall accrue thereby; but if ſhe was forced in by ſtorm, enemies, or pirates, he muſt afterwards proceed to that he was obliged to by contract.

In conſtruction of law, the loading of a ſhip is *tacitly* obliged for the freight, the ſame being in point of payment preferred to all other debts, to which the goods ſo loaden are liable

liable though ſuch debts, as to the time, were *precedent* to the freight, for the goods remain, as it were, bailed for the ſame; nor can they be legally *attached* in the maſter's hands, though it is commonly conceived otherwiſe.

As ſhips deſerve wages like a labourer, the actions touching the ſame are, in the eye of the law, generally conſtructed favourable for the ſhip and owners; and therefore, if four parts in five of them ſhall make up their accounts with their freighters, and receive their proportions, yet the fifth man may ſue ſingly, by himſelf, without joining with the reſt.

If freight be taken for a hundred tons of wine, and twenty of them leak out, ſo that there is not above eight inches from the bulge upwards, yet the freight becomes due; but, if they be under eight inches, ſome conceive it then to be in the election of the freighters to fling them up to the maſter for freight, but moſt think otherwiſe; for, if all had leaked out, if there was no fault found in the ſtowage, by a ſurvey from the Trinity-houſe, there is no reaſon the ſhip ſhould loſe her freight; for the freight ariſes from the tonnage taken, and, if the leakage was occaſioned through ſtorm, the ſame, perhaps, may come into an average. Maſters ſhould take care to make their regular proteſts after a ſtorm, as they may ſuffer ſeverely by omitting it.

If a ſhip, by charter-party, reciting to be of the burthen of two hundred tons, is taken to freight for a ſum certain, to be paid at her return, the ſum certain is to be paid, though the ſhip amounts not to that burden.

In caſe a ſhip is freighted after the rate of twenty pounds, for every month that ſhe ſhall be out, to be paid after arrival at the port of London; the ſhip is caſt away coming up from the Downs, but the loaden is all preſerved, in which caſe the freight is become due: For the money ariſes ſo monthly, by the contract, and the place mentioned is only to ſhew where payment is to be made; for the ſhip deſerves wages like a mariner who ſerveth by the month; and, though he dies in the voyage, yet his executors are to be anſwered *prorata*. Beſides, the freight becomes due by intendment on the delivery or bringing up the commodities to the port of London, and not of the ſhip.

If the maſter enters into a *charter-party* for himſelf and owners, the maſter, in that caſe, may releaſe the freighters

without adviſing with the owners.—But if the owners let the ſhip out to freight, whereof J. J. is maſter, though the maſter covenant in the ſame charter-party, and ſubſcribe, yet his releaſe in that caſe will not bind the owners, but the owners releaſe, on the other hand, will include the maſter: And the reaſon is, that the maſter is not made a proper party to the indenture.

In mutual covenants, between a maſter of a ſhip and a merchant, wherein the maſter of a ſhip covenanted to ſail with the firſt fair wind to Barcelona, and that the mariners ſhould attend with a boat to reload the ſhip, and then he would return with the firſt fair wind to London, and there unload and deliver the ſaid goods; and the merchant covenanted to pay him ſo much for freight, and ſo much a-day, during his ſtay in the port there, for demurrage. The maſter declared, that he ſailed at ſuch a time, with the firſt fair wind, and ſo on, according to the agreement: To this the merchant pleaded, as to the freight, that the ſhip did not return directly to London, but went to Alicant, and Tangier, and made divers deviations, whereby the goods were ſpoiled; and as to the demurrage, it was occaſioned by the negligence of the mariners, in not attending with the boat to reload the ſhip. But the plea was held inſufficient, and the plaintiff (the maſter of the ſhip) had judgment; for the covenants were mutual and reciprocal; upon which each might have his action againſt the other: but the breach of one covenant, could not be pleaded in bar of the other, and therefore the merchant (the defendant) ought, by action, to have recovered his damages ſuſtained.

If a factor freights a ſhip, by order, and for account of another, out and home, and a charter-party is accordingly made and intended between him and the maſter, the factor is liable for the freight, and performance of all the covenants. But if the ſhip be only freighted outwards, and loaded by the factor, the goods ſhipped are only liable for the freight, and no demands to be made upon the freighters, by virtue of the charter-party; but the perſon who receives the goods is to pay it, according to the tenor of the bill of loading.

If a ſhip is freighted out and home, and, after having delivered her cargo at the place agreed on, there are no goods provided for her reloading, the maſter muſt ſtay the days of

demurrage

demurrage agreed on by charter-party, and make his regular proteſts for his freighter's non-compliance, who will, in this caſe, be obliged to pay him, empty or full; though, ſhould the maſter not wait the time ſtipulated, or omit to make his proteſt, he will loſe his freight; and in caſe the maſter, on his finding no goods provided by his freighter, ſhould determine to load ſome on his own account, as ſalt, or the like, this will not prevent his recovering his freight; or if the ſhip had been loaden only with ſalt, by the merchant, which (it may be) would not pay half the freight, yet the ſhipper, or proprietor, may at pleaſure abandon the ſame to the maſter for his freight, and he can demand no more by the charter-party. But if the maſter take in ſuch ſalt, on his own account, before the days of demurrage are expired, and that, by ſome condition with the freighter, he may claim freight, then this latter is to have the benefit of the ſalt in deduction of the ſaid freight.

It was covenanted by a charter-party, that a ſhip ſhould return by a certain time within the River Thames (the danger of the ſea excepted) and afterwards in the voyage, and within the time of the return, the ſhip was taken upon the ſea by enemies, unknown to the covenanter; and, being detained by them, could not return within the River Thames within the time mentioned in the covenant. *Reſolved*, This impediment was within the exception; for theſe words intended as well any danger upon the ſea, by pirates or men of war, as dangers of the ſea, by ſhipwreck, tempeſt, or the like.

Of Ships having been taken by an Enemy, are again retaken.

IF a ſhip in her voyage happens to be taken by an enemy, and afterwards is re-taken by another ſhip, in amity, and reſtitution is made, and ſhe proceeds on her voyage, the contract is not determined; though the taking by the enemy diveſted the property out of the owner's hand, yet, by the law of war, that poſſeſſion was defeaſible, and being recovered in battle afterwards, the owners became re-inſtated; ſo the contract, by fiction of law, became as if ſhe never had been taken, and the entire freight becomes due.

If goods or veſſels, belonging to Britiſh ſubjects, be re-taken from the enemy, by any of his Majeſty's ſhips of war, they ſhall,

ſhall, in all caſes, be adjudged to be reſtored to the proprietors, who are to pay one-eighth of their value, for and in lieu of ſalvage: If taken by a privateer, or other ſhip, or veſſel, or boat, before they had been in poſſeſſion of the enemy twenty-four hours, an eighth part of the true value of the ſaid ſhips, veſſels, boats and goods; if they have been in the poſſeſſion of the enemy above twenty-four hours, and under forty-eight hours, a fifth part thereof; and if above forty-eight hours, and under ninety-ſix hours, a third part thereof; and if above ninety-ſix hours, a moiety thereof; all which payments to be made to any privateer, or other ſhip, veſſel, or boat, ſhall be without any deductions. And if ſuch ſhip, ſo taken by any of his Majeſty's ſhips of war, or by any private man of war, ſhall appear to have been, after the taking of the enemy, by them ſet forth as men of war, the former owners or proprietors, to whom the ſame ſhall be reſtored, ſhall be adjudged to pay, and ſhall pay, for ſalvage, the true moiety of the ſaid ſhip, ſo taken and reſtored, without deduction.

Where the Salvage falls ſhort of the Freight, it is a total loſs.

UPON the execution of a writ of inquiry, before the chief-juſtice, it appeared, that the defendant was an inſurer of two hundred pounds upon corn, the value of which was two hundred and ſeventeen pounds, that the corn was ſo damaged in the voyage, that it ſold only for ſixty-ſeven pounds and the freight came to eighty pounds, and, upon this, the queſtion was, Whether, as the freight, which the plaintiff was obliged to pay, exceeded the ſalvage, this was not looked upon as a total loſs.

And for the plaintiff it was inſiſted, that he ought not to be in a worſe condition, than if his corn had gone to the bottom of the ſea, for then he would have had no freight to pay: And now, that the voyage has been performed, whereby the freight is become due, he has a right to apply the ſalvage to diſcharge that. It was proved to be the uſuage, where the ſalvage exceeds the freight, to deduct the freight out of the ſalvage, and make up the loſs upon the difference.

For the defendant it was inſiſted, that as his inſurance was upon the corn, and the whole did not periſh, he ought in making up the loſs, to deduct the ſalvage; but no inſtance could

could be ſhewn, on either ſide, of any adjuſtment where the freight exceeded the ſalvage.

The chief-juſtice was of opinion, that, within the reaſon of deducting the freight, when the ſalvage exceeds it, the plaintiff was, in this caſe, wherein it fell ſhort, entitled to have it conſidered as a total loſs. And the jury found for the plaintiff accordingly.

Form of a Charter-party of Affreightment.

THIS Charter-party of affreightment entered into this ſecond day of January, in the Thirty-ſecond year of the Reign of our Sovereign George the Third, and in the year of our Lord one Thouſand ſeven Hundred and Ninety-two.—— Between A. B. of London, maſter of the good ſhip or veſſel, called the Engliſh Merchant of London, of the burthen of two hundred and fifty tons, or thereabouts, now laying in the River Thames, of the one part, and C. D. of London merchant, freighter of the ſaid ſhip, of the other part. Witneſſeth, That the ſaid maſter hath this day letten the ſaid ſhip to freight, for a voyage from London to Marſeilles, thence to Meſſina, in the Iſland of Sicily and thence to return to London, and the ſaid freighter has hired the ſame in manner and form following, (that is to ſay) That the ſaid ſhip now is, and ſhall during the ſaid voyage be, at the expence of the ſaid maſter, kept ſtaunch, tight and ſtrong, well manned, victualled, tackled, and provided in every reſpect fit for merchants' ſervice, and particularly for performing ſuch a voyage (the danger and perils of the ſeas, reſtraints of princes and rulers, fire and enemies, during the ſame always excepted.) And alſo that the ſaid maſter ſhall without delay take on board his ſaid ſhip a complete cargo of goods, and being ſo loaden, ſhall without delay then proceed directly for Marſeilles and there deliver the ſame to the ſaid freighter, or his aſſigns, and ſo ſoon as diſcharged ſhall proceed directly for Meſſina, in the Iſland of Sicily, and there take on board a full and competent cargo, conſiſting of not leſs than two hundred and forty tons of &c. the goods and adventure of the ſaid freighter or his aſſigns, and being ſo loaden, the ſaid maſter with the ſhip and cargo ſhall with the firſt opportunity of wind and weather, proceed directly for London, and on her arrival there, deli-

ver

ver the ſame to the ſaid freighter, his factors, agents, or aſſigns, at ſuch convenient place or places, where the ſaid ſhip and cargo may ſafely come. And alſo that the ſaid ſhip ſhall for her unloading at Marſeilles lie ten days, for her loading at Meſſina twelve days, and for her unloading at London fifteen days, if required: And ſo to end the intended voyage.—IN CONSIDERATION of which, the ſaid freighter agrees, not only to load and put on board the ſaid ſhip, the ſaid cargo at London and Meſſina, as aforeſaid, and to receive or cauſe the ſame to be received from on board her, at Marſeilles and London, as aforeſaid, and that within the days and time limited for her unloading, loading, and unloading as aforeſaid, but alſo ſhall and will pay, or cauſe to be paid unto the ſaid maſter or his aſſigns, on the good and ſafe delivery of the ſaid cargo at Marſeilles, three hundred and fifty pounds ſterling, and on the ſafe delivery of the ſaid cargo at London, in full for the freight and hire of the ſaid ſhip, for the ſaid voyage, at and after the rate of five hundred and fifty pounds ſterling, together with the ſum of three pounds ſterling per day, to be paid day by day, as the ſame ſhall grow due, for every day of the ſaid ſhip's detention, over and above the days and time limited for her unloading, loading, and unloading, as aforeſaid. As alſo ten per cent. primage on the ſaid freight, in lieu of all pilotage and port charges, the ſaid freighter paying all lighterage and craft hire, in loading and unloading the ſaid cargoes. And for the true performance hereof, each of the ſaid parties bindeth himſelf, his executors, adminiſtrators, and aſſigns, reciprocally unto the other, eſpecially the ſaid maſter bindeth his ſaid ſhip, her freight and appurtenances; and the ſaid freighter his goods, to be loaden on board her, each to the other, in the penal ſum of one thouſand pounds ſterling, firmly by theſe preſents. In Witneſs whereof, each of the ſaid parties hath hereunto ſet his Hand and Seal, the day and year firſt within written.

Sealed and delivered, being firſt duly ſtamp'd in the preſence of E. F.

A. B. ❀
C. D. ❀

The preceding form, is ſufficient to give a general idea of *Charter-parties*, and may be varied to any purpoſe; but as the vaſt

vaſt variety of circumſtances, ariſing from different voyages, and different ſorts of goods, or merchandiſe, naturally produce variations in forms, great care muſt be taken to expreſs *fully* in the deed, or indenture, all and every particular conditional contract, ſpecial covenants and agreements, entered into by the parties concerned; that as little as poſſible may be left open to fraud or evaſion. The merchant, or freighter, his or their factor or agent, muſt on the one hand be perfectly ſatisfied of the true *limited* authority of the maſter, or owner, who undertakes to let out to freight the ſhip or veſſel in all, or in part; and the maſter, or owner, ſo authoriſed, on the other hand, muſt be as perfectly ſatisfied of the authority and *ſufficiency* of the merchant and freighter, his or their factor or agent, to perform and fulfil all engagements on their parts; and it is not improper to obſerve, that the factor or agent, who *ſigns* any agreement, is as abſolutely liable as his employer: and the maſter (though no owner) equally ſo with the real proprietors of the ſhip or veſſel.

Demurrage is an allowance made to the maſter of a ſhip, by his freighters, for ſtaying longer in a place than the time firſt appointed for his departure, and is generally inſerted in the charter-party to be paid daily, as it becomes due, the ſum being always regulated by the burden of the veſſel; the days are always limited, ſo that, on expiration thereof, and proteſts duly made, the maſter is at liberty to proceed, as is beforementioned.

Of a Bill of Loading.

A BILL *of* LOADING is a writing, wherein maſters of ſhips acknowledge the receipt of goods on board, and oblige themſelves to deliver the ſame in good order and condition, at the place they are conſigned to, (the dangers of the ſeas excepted.) The difference between a bill of lading and a charter-party is, that the firſt is required and given for a ſingle article or more, laden on board a ſhip that has ſundry merchandiſe ſhipped for ſundry accounts. There muſt always be three made out, and in England, they muſt be on ſtamped paper, otherwiſe they are invalid; of which, one ſhould be remitted, by the firſt poſt after ſigning, to the perſon the goods go to; another be ſent him by the ſhip; and the third remain with

the ſhipper: beſide which, a fourth ſhould be made out, on unſtamped paper, to be given to the maſter for his government: whereas a charter-party is a contract for the whole ſhip. Bills of lading ought to be ſigned by the maſter within twenty-four hours after the delivery of the goods on board. But upon delivery of the goods, the maſter, or other perſon officiating for the maſter in his abſence is to give a common receipt for them, which is to be delivered up, upon the maſter's ſigning the bills of lading, upon delivering the goods at the port of deſtination to the ſhipper's factors, or aſſigns. Giving up the bill of lading ſent to the factors or aſſigns is not a ſufficient diſcharge, but the maſter may inſiſt upon a receipt.

Form of a BILL *of* LOADING.

W. B. No. 1. *a.* 10. SHIPPED in good order, by A. B. merchant, in and upon the good ſhip, called whereof C. D. is maſter, now riding at anchor in the River Tyne, and bound for Alicant in Spain, ten bales; containing fifty pieces of broad cloth; marked and numbered as per margin; and are to be delivered in the like good order and condition at Alicant aforeſaid (the danger of the ſeas excepted) unto E. F. merchant there, or his aſſigns, he or they paying for the ſaid goods per piece freight, with primage and average accuſtomed. In witneſs whereof, the maſter, or purſer, of the ſaid ſhip hath affirmed to three bills of loading of this tenor and date; the one of which bills being accompliſhed, the other two to ſtand void. And ſo God ſend the good ſhip to her deſired port in ſafety. *Amen.*

Dated at Newcaſtle.

Of

Of INSURANCE.

INSURANCE, or ASSURANCE, is an agreement, or contract, by which one or more perſons, called Inſurers, Aſſurers, or Under-writers, freely take upon themſelves the full riſk of the value of the ſhip, goods, or cargo inſured; in conſideration of a certain ſum of money, *paid to them in hand*, of ſo much per cent, upon the ſum under-wrote. And for this premium, mentioned and expreſſed by them to be abſolutely received, the INSURERS do engage to indemnify, to all intents and purpoſes, the INSUREDS, their executors, adminiſtrators and aſſigns, from all and every ſuch loſs, or loſſes, as ſhall be literally ſet forth and ſpecified in the POLICY, ſubſcribed by the *inſurer* or *inſurers*, for that purpoſe.——The policy is commonly printed, and muſt, by all means, be upon ſtamped paper, agreeable to repeated acts of parliament; otherwiſe, the contract is void in law. The form of the policies generally uſed, is a ſtrange jumble of incoherence and tautology; and rendered ſtill more ſo, when filled up by ignorant illiterate perſons: but that excellent clauſe, ſetting forth, that, *This Policy of inſurance ſhall be of as much force and effect as the ſureſt writing or policy of inſurance*, HERETOFORE *made in Lombard-ſtreet, in the Royal Exchange, or elſewhere in London*,—is a ſure ſafeguard to the inſureds, in caſe of diſpute with their under-writers: The cuſtom of London being ſtill the principal regulator, in all our commercial operations.—Pity indeed it is, that any difference ſhould ever ariſe, in this very uſeful and beneficial inſtitution. The aſſureds, on their part, ſhould be candid and fair, in the diſcovery of the preſent ſtate of, and their real intereſt in, the things inſured; paying down the premium immediately and cheerfully. The aſſurers, on their part, ſhould never heſitate, or refuſe paying their quota of loſſes, ſoon as clearly proved; always acting favourably towards the greateſt loſers; and in adjuſting averages, or partial loſs, ſhould give and take; not meanly contending for the very letter of the contract, but generouſly leaving all ſuch poor ſubterfuges to the unfeeling dupes of litigation.—The forms of the policies may be varied from the general tenor, to ſuit any particular circumſtances attending one voyage only, as for any given time, by the month, or year; for the whole, or partial riſk, of ſea or enemy; armed

or unarmed ſhips, ſailing with or without convoy; and other ſpecial particulars.

The following copy will be ſufficient to ſhew the grounds of the neceſſary forms to be uſed:

IN the name of God. Amen.

as well in his own name as for and in the name and names of all and every other perſon or perſons to whom the ſame doth, may, or ſhall appertain, in part, or in all, doth make aſſurance, and cauſeth himſelf and them, and every of them, to be inſured, loſt, or not loſt,

upon any kind of goods and merchandiſes whatſoever, loaden or to be loaden, on board the good ſhip or veſſel, called the whereof is maſter, under God for this preſent voyage,

or whoſoever elſe ſhall go for maſter in the ſaid ſhip, or by whatſoever other name or names the ſame ſhip, or the maſter thereof, is or ſhall be named or called; beginning the adventure upon the ſaid goods and merchandiſes from and immediately following the loading thereof on board the ſaid ſhip* and ſo ſhall continue and endure, until the ſaid ſhip, with the ſaid goods and merchandiſes whatſoever, ſhall be arrived at and the ſame there ſafely landed; and it ſhall be lawful for the ſaid ſhip, in this voyage, to ſtop and ſtay at any port or place whatſoever without prejudice to this inſurance; the ſaid goods and merchandiſes, by agreement are and ſhall be valued at without farther account to be given by the aſſured for the ſame. Touching the adventures and perils which we, the aſſurers, are contented to bear and take upon us, in this voyage, they are of the ſeas, men of war, fire, enemies, pirates, rovers, thieves, jettizons,† letters of mart and counter-mart, ſurpriſals, takings at ſea, arreſt,

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* If the aſſurance be made upon a ſhip, the words in the policy are. *upon the body, tackle, apparel, ordnance, ammunition, artillery, boat, and other furniture, in the good ſhip or veſſel, called,* &c. And N. B. is added, *the ſhip and freight warranted free from average under three pounds per cent. unleſs general, or the ſhip be ſtranded.*

† *Jettizon, jetſon,* or *jetſham,* ſignifies any thing thrown out of a ſhip in danger of becoming a wreck, and driven on ſhore by the waves.

arreſt, reſtraints and detainments of all kings, princes and people, of what nation, condition, or quality ſoever; barretry‡ of the maſter and mariners; and of all other perils, loſſes, and misfortunes, that have or ſhall come to the hurt, detriment, or damage of the ſaid goods and merchandiſe, or any part thereof. And in caſe of any loſs or misfortune, it ſhall be lawful for the aſſureds, their factors, ſervants, and aſſigns, to ſue, labour, and travel, for, in and about the defence, ſafeguard and recovery of the ſaid goods and merchandſes, or any part thereof, without prejudice to this inſurance: to the charges thereof we, the aſſurers, will contribute, each one according to the rate and quantity of his ſum herein aſſured. And it is agreed by us, the inſurers, that this writing, or policy of aſſurance, ſhall be of as much force and effect as the ſureſt writing or policy of aſſurance, heretofore made in Lombard-ſtreet, or in the Royal Exchange, or elſewhere in London. And ſo we the aſſurers, are contented, and do hereby promiſe and bind ourſelves, each one for his own part, our heirs, executors, and goods, to the aſſured, their executors, adminiſtrators and aſſigns, for the true performance of theſe premiſſes, confeſſing ourſelves paid the conſideration due unto us for this aſſurance, by the aſſured at and after the rate of per cent. And, in caſe of loſs (which God forbid) the aſſureds to abate pounds per cent.*

In witneſs whereof, we, the ſaid inſurers, have ſubſcribed our names, and ſums aſſured, in

The ſucceeding remark is frequently added to the policies for merchandiſe.

N. B. Corn and fiſh are warranted free from all average, unleſs general, or the ſhip be ſtranded. Sugar, tobacco, hemp, flax, hides, and ſkins, are warranted free from average under

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‡ *Barratry*, or *barretry*, in a marine ſenſe, is when a maſter of a ſhip defrauds the owners or inſurers, whether by carrying the ſhip a different courſe from their orders, or by ſinking her, deſerting her, or embezzling the cargo. The ſame is applicable to the mariners alſo, when they breed diſſentions, and are guilty of any thing injurious to the ſhip and cargo.

* And in time of war is added, WARRANTED TO DEPART WITH CONVOY.

under five per cent. All other goods, with the ſhip and freight, are free from all average under three per cent, unleſs general, or the ſhip be ſtranded.

The preceding form is that generally uſed by private under writers; beſides whom, there are two corporations, eſtabliſhed by act of parliament, in the city of London, for this purpoſe (one is called the Royal Exchange Aſſurance, and the other the London Aſſurance) with full powers for aſſuring all goods, veſſels, and merchandiſe; or for lending money on bottomry, excluſive of all other ſocieties, and partnerſhips, except the S. S. and E. I. companies, by whom money may be advanced on bottomry to their captains, &c. But any particular perſon is at liberty to under-write policies, or lend money by way of bottomry, ſo as the ſame be not on the account or riſque of a corporation, or perſons in partnerſhip.

In filling up private policies, the greateſt attention ſhould be paid to the *meaning* and *mutual underſtanding* of all parties; aſſurers, as well as aſſureds; and it is for the advantage of both, to have this executive part of the buſineſs *ſkilfully* and *judiciouſly* done; otherwiſe, in caſe of partial or average loſs, much diſpute may ariſe, from miſconſtruction, or miſinterpretation of the printed words, and terms left uncancelled in the policy.—If the adventure ſucceeds, then all is right; no further inquiry is made about *propriety* or *impropriety* of expreſſion; but if on the contrary loſs happens, then follows inveſtigation; and one of the parties may ſuffer from *blunders* and *omiſſions*, particularly the inſurers; who in the common tenor of printed policies, take upon themſelves every imaginary peril, riſque, and damage, which can poſſibly happen or come to the ſhip and cargo upon the high ſea.

The following are the principal Proviſions, made by Act of Parliament, for the regulation of inſurance; with the Deciſions of our Courts in ſeveral tried Caſes.

IT is enacted, That after the 1ſt. day of Auguſt, 1746, no inſurance ſhall be made by any perſon or perſons, bodies corporate or politic, on veſſels belonging to his Majeſty or his ſubjects, or on any goods, merchandiſes, or effects, on board the ſame, intereſt, or no intereſt, or without further proof of intereſt than the policy, or by way of gaming or wagering,

or

or without benefit of ſalvage, to the inſurer; and that every ſuch inſurance ſhall be null and void to all intents and purpoſes.

Aſſurance on private ſhips of war, fitted out by his Majeſty's ſubjects, ſolely to cruiſe againſt his enemies, may be made, by or for the owners, intereſt or no intereſt, free of average, and without benefit of ſalvage to the aſſurer.

Merchandiſes or effects, from any part in Europe, or America, in the poſſeſſion of the crowns of Spain or Portugal, may be inſured in ſuch way and manner as if this act had not been made.

Re-aſſurances ſhall not be made, unleſs the aſſurer ſhall be inſolvent, become a bankrupt, or die; in either of which caſe, ſuch inſurer, or executors, &c. may reaſſure to the ſum before aſſured, provided it ſhall be expreſſed in the policy to be a re-aſſurance.

After the ſaid 1ſt. of Auguſt, all money to be lent on bottomry, or at *reſpondentia*, upon ſhips belonging to his Majeſty's ſubjects, bound to or from the Eaſt Indies, ſhall be lent only on the ſhip, &c.

In all actions, &c. brought after the ſaid 1ſt. of Auguſt, by aſſureds, upon any police of inſurance, and the plaintiff, or attorney, &c. within fifteen days after he ſhall be required ſo to do, in writing by the defendant, &c. ſhall declare in writing, the ſums he hath aſſured, &c. in the whole, and what ſums he hath borrowed at *reſpondentia*, or bottomry, for the voyage, or any part of the voyage, in queſtion.

After the ſaid firſt of Auguſt, any perſon, &c. ſued in an action of debt, or covenant, &c. on policy of aſſurance, may bring the money into court; and if the plaintiff refuſe to receive the ſame, with coſts to be taxed, in full diſcharge of ſuch action, and ſhall afterwards proceed to trial, and the jury ſhall not aſſeſs him damages, exceeding the ſum ſo brought, the plaintiff on every ſuch action, ſhall pay to the defendant coſts to be taxed.

Aſſurance may be made on ſhips or goods, *loſt or not loſt*, which is commonly done when a ſhip hath been long miſſing; and theſe words, being inſerted in the policy, oblige the underwriters to pay, although the ſhip was loſt at the time of making ſuch aſſurance, except the aſſured ſaw the ſhip wrecked, or had then certain knowledge of her being ſo; in which caſe, the ſubſcription will not oblige, as this is accounted a mere fraud.

So

So, likewiſe, if the aſſured ſhall, on a rotten veſſel, get inſured more than ſhe is worth, with the villainous deſign to deſtroy her and ſhall afterwards give directions to have his roguiſh intentions put in execution, this fraudulent act will not oblige the inſurers, but expoſe the perpetrators of it to a ſwing for their knavery.

A policy of aſſurance warranted a ſhip for twelve months; the ſhip did not periſh within the time of twelve months, accounted according to the ſolar months of January, February, &c. but within twelve lunar months, of twenty-eight days to the month; and it was reſolved that the policy was not forfeited.

If a ſhip be inſured from the port of London to Cadiz, and before ſhe breaks ground, is burnt, the inſurers are not liable; but if the words are, *at or from the port of London*, they are liable in ſuch caſe.

An Inſurance from London to————, void for uncertainty, though private inſtructions for the port, yet the blank in the policy will not bind the inſurer.

An inſurance made on prohibited goods is not binding, unleſs they were prohibited goods after the inſurance was made, as on wool, leather, &c. for ſuch inſurances would tend to deſtroy trade, which is directly to thwart the true intention of all policies.

Where the words of the policy are, *the ſhip warranted to depart with convoy*, it ſhall be intended, ſhe ſhall keep with convoy during the voyage, if poſſible; and if ſhe depart wilfully from the convoy, it is a fraud; but if, having departed with convoy, and by ſtreſs of weather loſes the convoy, and is taken, the inſurers are liable.

It is a general rule, that the inſured ſhall inform the aſſurer of all material circumſtances which have come to his knowledge or information, at the time of making the policy, in order that the contract may be fairly adjuſted; which being a contract made upon chance, cannot be done, if one party knows more than the other; equality in contracts, by the mercantile law, is eſſential.

One, having a doubtful account of his ſhip that was at ſea (*viz.* that a ſhip deſcribed like his was taken) inſured her, without giving any information to the inſurers what he had heard, either as to the hazard or circumſtances, which might induce him to think that his ſhip was in great danger, if not totally

totally loſt. The inſurers bring a bill for an injunction, to be relieved againſt the inſurance as fraudulent.

The lord chancellor declared, that the inſured had not dealt fairly with the inſurers in this caſe; he ought to have diſcloſed to them what intelligence he had of the ſhip's being in danger, and which might induce him to fear it was loſt, though he had no certain account of it; for had this been diſcovered, it is impoſſible to think that the inſurers would have inſured the ſhip at ſo ſmall a premium; ſo that the concealing this intelligence was a fraud: wherefore it was decreed, that the policy ſhould be delivered up with coſts, but the premium to be paid back, and allowed out of the coſts.

A letter being received, that a ſhip ſailed from Jamaica for London the 24th. of November, after which inſurance was made, and the agent told the inſurer, that the ſhip ſailed the latter end of December; this was held alſo a fraud, and verdict was given for the defendant.

Where the policy is againſt reſtraint of princes, that extends not where the inſured ſhall navigate againſt the law of countries, or where there ſhall be a ſeizure for not paying cuſtom, or the like.

If a man pays money on a policy of inſurance, ſuppoſing a loſs where there was none, this ſhall be money received to the uſe of the inſurer, for which he may maintain an action.

Inſurances are commonly made as intereſt ſhall appear; and it is incumbent on the inſured to prove the value of his property. The value of the goods may be proved by the invoices; and the cocket muſt be produced, if required, to inſtruct that the goods were actually ſhipped. It is admitted to value the ſhip at prime coſt and charges, deducting the freights that have been drawn ſince purchaſed, if the proprietors chooſe to ſtand to that rule; but they are not reſtricted to it. Sometimes the value of the ſhip or goods is expreſſed in the policy; and this value muſt be admitted, although it be higher than the true one: but it is incumbent on the inſured to prove that he had property at ſtake; and if the property be trifling in compariſon of the ſum inſured, the inſurance will be ſet aſide, as an evaſion of the ſtatute.

Expected profits, and bounty on the whale-fiſhery, if ſpecified in the policy, may be inſured.

When the value is leſs than the ſum inſured, the owners may claim a return of premium for the exceſs.

If there be ſeveral policies on the ſame ſubject, of different dates, the earlier one is valid, and the others muſt be vacated. If they be of the ſame date, they muſt be vacated in equal proportions.

When a policy is vacated, in whole or in part, the under-writers have a right to retain $\frac{1}{2}$ per cent. for their trouble.

In the caſe of a cargo intended for A, but afterwards ſent to B, both expected it, and inſured, and B claimed for the value on its being loſt. The under-writers anſwered, that it was a double inſurance, and they ought only to pay their proportion. Judgment was given, finding them liable for the whole, and reſerving to them any demand competent againſt the under-writers who inſured for A.

If the ſhip does not proceed on the voyage, or if, being warranted to depart with convoy, it departs without convoy, the inſurance muſt be vacated.

If the extent of a trading voyage be uncertain, the longeſt one in contemplation is deſcribed in the policy, and it is agreed that part of the premium ſhall be returned if the voyage be ſhortened. In like manner, in time of war, when inſurance is made without condition of convoy, it is agreed that part of the premium be returned in caſe it ſail with convoy.

When a ſhip is warranted to depart with convoy, it is underſtood from the uſual place of convoy, and it is inſured till it arrive there.

The common proof of ſailing with convoy is the production of ſailing orders; but if a ſhip be prevented by the weather from receiving the ſailing orders, other proof may be admitted.

A ſhip was inſured from the Thames to Halifax, warranted to ſail from Portſmouth with convoy. The convoy had ſailed before the ſhip arrived there, and the under-writers declined to inſure it, without convoy, for the reſt of the voyage. They were found liable to return part of the premium, retaining only in proportion to the accuſtomed rate from London to Portſmouth. This deciſion ſeems to eſtabliſh the following principle, that when the voyage performed is only part of that deſcribed in the policy, and when the riſk can be proportioned, the under-writers are bound to return part of the premium, though there be no agreement for that purpoſe.

But

But, if a ſhip, inſured only againſt the hazards of the ſea, be taken by the enemy, the inſured have no right to claim a return of premium, though the capture happen ſoon, under pretence that little ſea-hazard was incurred.

If a ſhip deviates from the voyage deſcribed in the policy without neceſſity, it ſets aſide the inſurance. An intention to deviate is not ſufficient to ſet it aſide; there muſt be an actual deviation; and, even in that caſe, the inſurers are liable for damages ſuſtained before deviation.

It is no deviation to go out of the way to the accuſtomed place of convoy, nor to the neareſt place where neceſſary repairs may be had. Deviation, for the purpoſe of ſmuggling, if without the knowledge of the owners, does not ſet aſide the inſurance, nor when the maſter is forced by the crew to return.

In inſurances to the Eaſt Indies, and home, the inſurers are underſtood to take the riſk of detention in the country, and of country voyages.

Inſurance of prohibited goods, againſt the riſk of ſeizure by government, is unlawful, and invalid. The inſurers, inſured, brokers, and all acceſſories, are liable to the fine of 500l.

Inſurance is not ſet aſide by a miſtake in the name of the ſhip or maſter, or the like.

Inſurance may be made on an uncertain ſhip; on any ſhip that the goods may be loaded on; on any ſhip that A ſhall ſail in from Virginia. In this laſt caſe, the policy is not transferred to a ſhip which A goes on board during the voyage.

If a ſhip be inſured at and from a port, the inſurance commences immediately if the ſhip be there, or at its arrival there. If it be damaged when preparing for a voyage, the inſurers are liable; but not if the voyage be laid aſide for ſeveral years, with conſent of the owners. Inſurance from a port commences when the ſhip breaks ground; and, if it ſet ſail, and be driven back and loſt in the port, the inſurers are liable.

Inſurance on goods generally continues till they be landed; but, if they be ſold after the ſhip's arrival, and freight contracted to another port, the inſurance is concluded. Goods ſent on board another ſhip or lighter are not at the riſk of the inſurer; but goods ſent aſhore in the long-boat are.

Inſurance on freight commences when the goods are put on board,

Goods from the Eaſt Indies, inſured to Gibraltar, and to be re-ſhipped from thence to Britain, were put on board a ſtore-ſhip at Gibraltar, to wait an opportunity of re-ſhipping, and were loſt: The cuſtom of putting goods aboard a ſtore-ſhip being proved, the inſurers were found liable.

Loſs of ſails aſhore, when the ſhip is repairing, is comprehended within the inſurance. What is neceſſarily underſtood, is inſured, as well as what is expreſſed; the eſſential means, and intermediate ſteps, as well as the end. Ships performing quarantine are at the riſk of the inſurer.

The inſurers are liable for a total loſs when the ſubject periſhes through any of the perils inſured againſt. Barratry, though it properly ſignifies running away with the ſhip, extends to any kind of fraud in the maſter or mariners. Inſurance againſt detention of princes does not extend to ſhips that are ſeized for tranſgreſſing the laws of foreign countries.

The inſurers are alſo liable for a total loſs, when damage is ſuſtained, and the remaining property abandoned or veſted in the inſurers.

If a ſhip be ſtranded, or taken, and kept by the enemy, or detained by any foreign power, or ſeized for the ſervice of the government, the proprietors have a right to abandon.

But, if a ſhip be taken by the enemy, and be re-taken, or makes its eſcape, before action againſt the inſurers; have the inſured a right to abandon, or muſt they only claim for the damages ſuſtained as an average loſs? There are oppoſite deciſions, according as the circumſtances of the caſe were ſtrong. When the ſhip was long detained, the goods periſhable, the voyage entirely loſt, or ſo diſturbed, that the purſuit of it was not worth the freight, or when the damage exceeds half the value of the thing, they have been found entitled to abandon; (Goſs againſt Withers, 2 Burrow, 683.). But, if the voyage be compleated with little trouble or delay, they are not entitled; (Hamilton againſt Mendez, 2 Burrow, 1198.)

The inſured cannot claim, as for a total loſs, on an offer to abandon, when the loſs is, in its nature, only partial; for, if this were permitted, they might devolve the loſs occaſioned by bad markets on the inſurers.

And, in all caſes, the inſured have their option to abandon, or not. They may retain their property if they pleaſe, and claim for an average loſs; and they muſt make their option before they claim.

If the goods be ſo much damaged, that their value is leſs than the freight, the inſurers are accountable as for a total loſs.

The inſurers are liable for general average, when the property is charged with contribution; and for particular average, when the property is damaged, or part of it deſtroyed.

If the damage be ſuſtained through the fault of the ſhip, the owners of the goods may have recourſe, either againſt the maſter or inſurers; and, if the inſurers be charged, they ſtand in the place of the owners, and have recourſe againſt the maſter.

In order to prevent the inſurers from being troubled with frivolous demands for average, it is generally ſtipulated, that none ſhall be charged under 5 *per cent.* or ſome other determined rate; and corn, flax, fruit, fiſh, and like periſhable goods, are warranted free from average, unleſs general, or the ſhip be ſtranded.

In order to encourage every effort to ſave the ſhip, the inſurers are liable for charges laid out with that deſign, although the ſubject periſh. Thus, they may be charged with more than the ſum inſured.

In caſe of goods being damaged, the proportion of the ſum inſured, for which the underwriters are liable, is regulated by the proportion of the prices which the ſound and damaged goods fetch at the port of deſtination. The prime coſt of the goods is not conſidered, nor the neceſſity of immediate ſale, in conſequence of damage. Although the damaged goods ſell above prime coſt, the inſurers are liable.

If a ſhip be loſt, and the crew ſaved, the loſs is proved by the evidence of the crew.

If damage be ſuſtained, the extent is proved by an examination of the ſubject damaged, at the ſhip's arrival; and the cauſe by the evidence of the crew.

If the ſhip be ſtranded, evidence muſt be taken at the place where ſtranded.

Documents of loſs muſt be laid before the under-writers, with all convenient ſpeed; and, if theſe be ſufficiently clear, the loſs ſhould be immediately ſettled. The underwriters generally grant their notes at a month or ſix weeks date for their proportions.

If a ſhip be not heard of for a certain time, it is preſumed loſt;

loſt; and the underwriters obliged to pay the ſums inſured, the property being abandoned to them in the event of the ſhip's return. Six months are allowed for a voyage to any part of Europe, a year to America, and two years to the Eaſt Indies.

By the ordinance of Hamburgh, if a ſhip be three months beyond the uſual time of performing a voyage, the underwriters may be deſired to pay 92 per cent. on an abandon. If they decline it, they are allowed 14 months more, and then they muſt pay the full value.

A ſhip inſured againſt the hazards of the ſea, but not againſt the enemy, if never heard of, is preſumed loſt at ſea.

In order that the manner of ſettling loſſes may be underſtood, we muſt explain what is meant by covering property. We mentioned already, that inſurances for greater ſums than the inſured had really at ſtake, were contrary to law; but ſome latitude is allowed in that reſpect; for if the owner were to inſure no more than the exact value of his property, he would loſe the premium of inſurance, and the abatement, if any was agreed on.

For example, if he has goods on board to the value of one hundred pounds, and inſures the ſame at 5 per cent. to abate 2 per cent. in caſe of loſs; then, if a total loſs happen, he recovers ninety eight pounds, from the inſurers, of which five pounds, being applied to re-place the premium, the nett ſum ſaved is only ninety three pounds: but, if the value on board be only ninety three pounds, and the ſum inſured one hundred pounds, he would be fully indemnified for the loſs; and his property, in that caſe, is ſaid to be covered.

To find how much ſhould be inſured to cover any ſum, ſubtract the amount of the premium and abatement (if any), from one hundred pounds. As the remainder is to one hundred pounds ſo is the value, to the ſum which covers it.

In caſe of total loſs, if the ſum inſured be not greater than that which covers the property, the inſurers muſt pay it all. If greater, they pay what covers the property, and return the premium on the overplus.

Partial loſſes are regulated by this principle, that whereas the owner is not fully indemnified, in caſe of a total loſs, unleſs he covers his property, therefore he ſhould only be indemnified for a partial loſs in the ſame proportion; and, if it be

not

not fully inſured, he is conſidered as inſurer himſelf, for the part not covered, and muſt bear a ſuitable proportion of the loſs. Therefore the value of the property is proved, and the ſum required to cover it computed. If that ſum be all inſured, the underwriters pay the whole damage; if only part be inſured, they pay their ſhare, which is computed by the following rule: As the ſum which covers the property is to the ſum inſured, ſo is the whole damage to the part for which the inſurers are liable.—For example, if the value of the property be three hundred and ſixty pounds, the ſum inſured three hundred pounds, the premium eight per cent. and abatement two per cent. then the ſum which ſhould be inſured to cover the property is four hundred pounds; and, if damage be ſuſtained to the extent of two hundred pounds, the owners will recover one hundred and fifty pounds.

Goods being inſured by agreement, valued at ſix hundred pounds, and the inſured not obliged to prove any intereſt, yet the inſured was ordered to diſcover what goods he had put on board, that the value of the goods ſaved might be deducted out of the ſix hundred pounds.

If the policy run, *till the ſhip ſhould have ended and be diſcharged of her voyage*, arrival at port is not a diſcharge, till ſhe is unloaden.

If goods be inſured as the goods of an ally, when they are the goods of an enemy, it is a fraud, and the inſurance is not good.

Inſurance from London to the Eaſt Indies, warranted to depart with convoy: the declaration ſets forth, that the ſhip went from London to the Downs, and from thence with convoy, which the court held to be ſufficient.

In caſe of deviation, the inſurers are not obliged to return the premium, becauſe they have run a riſk.

Damages happening to periſhable goods from their own nature, are not to be born by the inſurer.

One, having no intereſt in a ſhip, lent three hundred pounds on bottomry bond, and inſured four hundred and fifty pounds on the ſhip: the bond was recovered, but the policy decreed to be delivered up.

On a ſpecial verdict it was found, that the ſhip was loſt by fraud and negligence of the maſter; and fraud was held to be barratry, though mere negligence might not.

The

The property of a prize is changed by a firm poſſeſſion of twenty-four hours.

The proof of an intention to make a deviation will not make void the policy before a deviation is actually made.

Of the alteration of a Policy after it was underwritten.

MR Criſp, being at the Weſt Indies, ſent a letter to Bates, to inſure goods in the Mary Gally, of St. Chriſtopher's, Captain A. Hill, commander, at London: Bates carried the letter to Stubbs, who wrote policies, and he by miſtake made the inſurance on the Mary, Captain Haſlewood, commander, &c. This policy thus made was ſubſcribed by the defendant. The Mary Gally was loſt; and then Stubbs applying to the treaſurers to conſent to alter the policy, to which they agreed, and the miſtake was mended. It was objected, at the trial, that the Mary was a ſtouter ſhip than the Mary Gally, and that the inſurers ought to have an increaſe of premium for the alteration. But it was held, by Holt, C. J. that the action will lie, and that the miſtake might be ſet right, and that Stubbs was a good witneſs: And he cited this caſe, which happened when Pemberton was C. J. An inſurance was made from Archangel to the Downs, and from the Downs to Leghorn; but there was a verbal agreement, at the ſame time, that the policy ſhould not commence till the ſhip came to ſuch a place; and it was held, the verbal agreement ſhould ſet aſide the writing.

What is proof of buying Goods beyond Sea?

TO prove a property in the cargo, on an action upon a policy of inſurance, the plaintiff produced a bill of parcels, of one Gardiner, at Peterſburgh, with his receipt to it, and proved his hand. The defendant objected, that this was no evidence againſt the inſurers; but the C. J. allowed it.

A Ship never heard of, is preſumed to be foundered at Sea.

THE ſhip Charming Peggy, was inſured in 1739, from North Carolina, to London, with a warrantry againſt captures and ſeizures: and, in an action, the loſs was laid to be by ſinking at ſea. All the evidence given was, that ſhe ſailed out of port on her intended voyage, and had not been heard

heard of in five years. Several witneſſes proved, that, in ſuch caſe, the preſumption is, that ſhe foundered at ſea, every other ſort of loſſes being generally heard of. The under-writer inſiſted, that, as captures and ſeizures were expected, it lay upon the inſured to prove the loſs happened in the particular manner declared. But the C. J. ſaid, it would be unreaſonable to expect certain evidence of ſuch a loſs, where every body on board is preſumed to be drowned: all that can be required is, the beſt proof the nature of the caſe will admit; he therefore left it to the jury, who found the loſs, according to the plaintiff's declaration.

Inſurers are Liable where the Ship goes back to perform Quarantine.

THE ſhip Succeſs, was inſured at and from Leghorn to the port of London, and till there moored twenty-four hours in good ſafety. She arrived on the eighth of July at Freſh-Wharf, and moored, but was the ſame day ſerved with an order to go back to the Hope, to perform a fourteen days quarantine. The men, upon this, deſerted her; and on the 12th. the captain applied to be excuſed from going back, which petition was adjourned to the 28th. when the regency ordered her back: and, on the 30th. ſhe went back, and performed the quarantine, and then ſent up for orders to air the goods. But, before they returned, the ſhip was burnt, on the 23d. of Auguſt. And now the queſtion was, whether the inſurer was liable?

For the defendant, it was inſiſted, that the ſhip arriving and being moored on the 8th. of July, and remaining ſo till the 30th. here was a performance of what he had undertaken; and his riſk ought not to be extended to ſo long a time, as between the 8th. of July and the burning, on the 23d. of Auguſt.

But it was ruled, that, though the ſhip was ſo long at her moorings, yet ſhe could not be ſaid to be there in good ſafety, which muſt mean the opportunity of unloading and diſcharging; whereas, here ſhe was arreſted within the twenty-four hours, and, the hands having deſerted, and the regency having time to conſider the petition, there was no default in the maſter or owners. And it was proved, that till the fourteen days were expired, there could be no application to air the goods. Wherefore the jury found for the plaintiff.

A Ship that ſails with the Convoy, though prevented by the Weather from taking ſailing orders, departs with Convoy.

THE plaintiff inſured on goods in the John and Jean, from Gottenburgh to London, with a warrantry to depart with convoy from Fleckery. In July, 1744, the ſhip ſailed from Gottenburgh to Fleckery, and there ſhe waited for convoy two months. On the 21ſt. of September, at nine in the morning, three men of war, having one hundred merchant ſhips in convoy, ſtood off Fleckery, and made a ſignal for the ſhips there to come out, and likewiſe ſent in a yawl to order them out. There were fourteen ſhips waiting; and the John and Jean got out by twelve o'clock, and one of the firſt; the convoy having ſailed gently on, and being two leagues a head, it was a hard gale; and by ſix in the afternoon the ſhip came up with the fleet, but could not get to either of the men of war for ſailing orders, on account of the gale of wind. It was ſtormy all night; and, at day-break, the ſhip in queſtion was in the midſt of the fleet, but the weather was ſo bad that no boat could be ſent for ſailing orders. A French privateer had ſailed amongſt them all night: and on the 22d. it being foggy, attacked the John and Jean, about two, who kept a running fight till dark, which was renewed the next morning, when ſhe was taken.

For the defendant it was inſiſted, that this ſhip was never under convoy, nor is it ever conſidered ſo till they have received ſailing orders; and if the weather would not permit the captain to get them, he ſhould have gone back. But the C. J. and Jury were both of opinion, that, as the captain had done every thing in his power, it was a departing with convoy: and theſe agreements are never confined to the preciſe words: as, in caſe of departing with convoy from London, when the place of rendezvous is at Spithead, a loſs in going thither is within the policy. So the plaintiff recovered.

Caſe, reſpecting Privateers taking Veſſels, carrying Proviſions to the Enemy.

THE owners of the Eagle and York privateers, laying at anchor in the Downs, ſeized a ſhip called the Diligence, upon its appearing by the captain's papers, ſhe had carried proviſion to the enemy— The captain brings a bill in equity for an injunction

junction to the court of Admiralty, to ſtay a ſuit depending there on the lawfulneſs of this tranſaction, ſuggeſting that ſome of the papers are loſt. Lord Chancellor Hardwicke denied the injunction upon ſuch pretences, as the act of parliament, relating to prizes, might be defeated by them in every caſe.

What are Acts of Barratry?

THE maſter of a veſſel going out of his courſe on a ſmuggling voyage (where the uſual inſurance has been made againſt barratry) the damage or loſs any way happening, ſhall fall upon the inſurer, in an action upon a policy of inſurance.

The maſter declares upon a policy of inſurance (with the uſual clauſe againſt loſs by the perils of the ſea, or barratry) and that the ſhip Thomas and Matthew was a ſhip for general freightage, and not for private purpoſe. Covenanted, That the ſhip ſhould proceed directly from London to Seville, with the goods loaden therein. Inſtead thereof, the maſter went to Guernſey, to take French brandy, without the knowledge and privity of the freighter: and that afterwards, the ſaid ſhip, in her return from Guernſey, met with a ſtorm at ſea, whereby ſhe was greatly damaged, and put into a port of Cornwall to refit: and afterwards proceeding in her courſe to the place of deſtination, ſhe ſuſtained other damage, by means whereof the goods were ſpoiled.

The defendant inſiſted, that the plaintiff ought not to recover; becauſe the loſs did not happen by ſtorms and perils of the ſea, in the courſe of the voyage, but by reaſon of deviation; and that there was no barratry, the deviation being with the knowledge of the owner.

The caſe was this: The owner of the veſſel, who alſo put in the maſter, let her on freight; but the maſter, inſtead of proceeding directly on his voyage, put into Guernſey, and took in French brandy.—Returning to the coaſt of England, he met with a ſtorm, whereby the veſſel was obliged to put into the port of Cornwall to refit, where the prohibited goods where ſeized: but the ſhip proceeded with the reſt of her cargo, and met with ſuch further damage that ſhe could not keep the ſea, but was obliged to return to Cornwall; and, in unloading the veſſel, the goods inſured, upon which the action was brought were found ſpoiled.

It was left to the jury, whether, upon the evidence, they found from the departing out of the courſe of the voyage, for the purpoſe of ſmuggling, to have been with the knowledge and privity of the freighter, or not? And they found, that it was without his knowledge and privity. But, on a further queſtion being put, Whether with the knowledge and privity of the owners of the hull? They found it was; and, upon the whole matter they found for the plaintiff.

A Trial before Lord Mansfield, of Goods in a Foreign Bottom.

THIS queſtion came on in the King's bench (Vanago againſt Wheeler, 1774) before Lord Mansfield, C. J. and the other judges of the court, on a motion for a new trial.

The Weſterwick's Arms, Captain Richard Horner, a Swediſh ſhip, and commander, was chartered at Hamburgh, by Mr Jacob Bonſanquet, a merchant there, to ſail for London, and there to take in ſuch goods as he or his correſpondents ſhould put on board her, and carry them to ſuch parts of Italy as he ſhould be directed,

A large quantity of goods were loaden on board her, to the value of thirty or forty thouſand pounds, and among the ſhippers the plaintiff was one who took this opportunity of ſending his friends woollens to the import of one thouſand three hundred and ſixty-ſeven pounds, twelve ſhillings, and ſeven-pence, conſigned to one Mr Anthony Damiani, a merchant at Leghorn, for the uſe of ſeveral perſons in Italy, by whoſe orders they were ſhipped, though with the circumſtance that the property was not to be veſted in them, neither were they to pay for them, till the goods were arrived and delivered according to the bill of loading, and conſequently remained the plaintiff's property, till the aforementioned particulars were complied with, which induced him to get one thouſand pounds inſured on them; and it was mentioned in the policy, that the goods were warranted to be inſerted in the bill of loading, *for neutral account*. This was a cuſtom, during the war, in order to ſcreen goods from the enemy's ſeizure, and the captains of neutral ſhips would not ſign bills of loading without this inſertion, which was Mr Boehm's motive, for filling up his accordingly; and the ſame occured with the other gentlemen on the ſhipping

ping their goods, as the ſaid warrantry and declaration were inſerted in all the policies and bills of loading.

This ſhip in her voyage was taken by a Spaniſh privateer, and carried into Ceuta, a Spaniſh port on the coaſt of Barbary, where the goods were condemned as a lawful prize, as appears by a copy and tranſlation of the ſentence of condemnation, though the ſhip was ſet at liberty, and the captain, after fruitleſsly ſoliciting the releaſe of his cargo at Ceuta, went to Cadiz to reclaim it; where, notwithſtanding he was joined in ſolicitations by the Swediſh conſul, and both aſſerted the honour of the flag, and the neutral property of the merchandiſe, they could prevail nothing towards altering the ſentence, which ſtood confirmed; though, whilſt this was tranſacting, Mr Boehm demanded his inſurance of the underwriters, who being convinced of the juſtneſs thereof, came to the agreement of paying him fifty pounds per cent, and accordingly indorſed the policy in the following manner; *viz.*

"WE, whoſe names are hereunto ſubſcribed, do agree to pay unto the aſſured fifty pounds per cent, on our ſeveral ſubſcriptions on this policy in a month from the date hereof; but in caſe the goods are reſtored in ſafety, and are diſcharged, according to the tenor of the policy, the ſaid fifty pounds per cent, are to be re-paid to us by the aſſured, we engaging to make good any average or damages that may enſue, by the detention of the ſaid goods."

Signed by all the Underwriters.

And afterwards there were indorſed the following Words : viz.

"WHEREAS, the withinmentioned ſhip, the Weſterwick's Arms, Captain Horner, from London to Leghorn, was taken by the Spaniards, in July, 1746, and forcibly carried into Ceuta, where ſhe has been detained with her cargo ever ſince; and notwithſtanding all the application and endeavours that have been made uſe of by the aſſured and his agent for their releaſe, they have hitherto proved fruitleſs, and without ſucceſs: therefore, we the underwriters on this policy, do agree to pay Mr Thomas Boehm, the aſſured, the remaining forty-eight pounds per cent, in one month from the date hereof, which the ſaid Thomas Boehm obliges himſelf to re-fund

re-fund, and pay back again, in caſe his goods ſhould be hereafter releaſed, and arrive ſafe at the port of Leghorn, according to the tenor of this policy, we engaging ourſelves to make good any average or damage that may enſue in this adventure, and the aſſured promiſes and obliges himſelf to continue his utmoſt endeavours that the ſaid goods may be reſtored and diſcharged."

The preſent defendant only ſigned the firſt of theſe agreements, but never paid the money purſuant thereto, though all the reſt of the underwriters had ſigned both, and had paid their money long ago.

The plaintiff proved, that the defendant was acquainted, when he underwrote the policy, with the reaſon for inſerting the words, that the goods ſhould be warranted to be inſerted in the bills of loading for neutral account: He alſo proved his intereſt, and that the goods were his till delivered; that all the underwriters on this ſhip have paid their loſſes, to the aforementioned value of between thirty and forty thouſand pounds, and that even the defendant himſelf had paid one on her: He alſo proved by a perſon, *viva voce*, who had ſeen the ſhip at Cadiz, and heard the captain and Swediſh conſul diſcourſe about their ſolicitations for freeing the goods; which joined to a copy of her condemnation, he thought ſufficient proofs of the loſs: but the defendant, being of a contrary opinion, and not ſatisfied therewith, ſtood a trial, when the jury found a verdict for the plaintiff.

On a Ship warranted to depart with Convoy.

THE plaintiffs were merchants, reſiding at Gibraltar; and one of them coming to London to purchaſe goods fit for that place, bought to near the value of three thouſand pounds. And, in order to forward them to the aforeſaid place, he took freight on the ſhip Ranger, Captain Taylor, which he ſaw put up (as was cuſtomary) at the Royal Exchange, and Portugal Coffee-houſe, with a declaration inſerted in the ſaid advertiſement, *that the ſhip was to ſail with the firſt convoy*, and in conſequence thereof, he ſhipped his merchandiſe, and made inſurance thereon, to the amount of two thouſand eight hundred and thirty pounds, inſerting in the policy, the words *warrant-*

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ed to depart with convoy: in conformity with the abovementioned placart of the captain.

The ſhip, when loaden, ſailed from Graveſend the 4th. of May, 1746, on her voyage, and arrived in the Downs the 7th. where ſhe continued till the 12th. in company with the Otter ſloop of war, ſome Engliſh merchant ſhips, and three Dutch Eaſt-India ſhips.

Captain Taylor, while he lay in the Downs, having received intelligence that the convoy at Spithead was ready to ſail, went on board the Otter ſloop, in order to ſolicit the the commander's taking him under his protection to Spithead; but this, the ſaid gentleman told him, it was not in his power to comply with, as he was ordered upon a cruize over to the coaſt of France; whereupon, Captain Taylor went on board the commodore of the Dutch Eaſt India ſhips, who promiſed to take the Ranger under convoy to Spithead.

On the ſaid 12th. of May, the Otter ſloop, the Dutch, and the Ranger weighed anchor; as did alſo ſome Engliſh ſhips, for the benefit of the convoy; and a few hours after they were under ſail, the Otter ſloop parted from them on her cruize, and the Ranger proceeded, and kept company with the three Dutch ſhips, till between four and five o'clock the next afternoon (being the 13th.) when, in her direct courſe to Spithead, ſhe was attacked by a French Privateer, called the Reſource, within three miles of the Dutch Eaſt India men, and eighteen of Spithead, where ſhe was to join the convoy for Gibraltar; and (after ſome reſiſtance) ſhe was taken, and carried into Havre de Grace, and there regularly condemned.

The plaintiff, on the aforeſaid capture, applied to the ſeveral underwriters (and among them to the defendant) requiring ſatisfaction for his loſs; but they abſolutely refuſed paying any thing, inſiſting, that the ſhip had not ſailed according to the terms of the policy; *viz. At and from London to Gibraltar, warranted to depart with convoy;* but as ſhe departed without convoy (which ſhe ought not to have done) and was taken in conſequence thereof, the inſurers are not held to ſatisfy a loſs, which they never obliged themſelves to be anſwerable for; that the ſhip ſhould have ſtaid till a convoy offered, and not gone to ſeek one at ſuch a diſtance as evidently expoſed her to be taken going thither.

On the contrary, the plaintiff pleaded, that they had complied

plied with the tenor of the policy; that the defendant miſconceived the natural conſtruction of the words *warranted to depart with convoy*, as they did not imply that the ſhip ought to depart with convoy from the port of London, as the rendezvous for ſhips bound for Gibraltar and the Straights is generally at Spithead, where they join the convoy; and although there may poſſibly be an inſtance of two of a convoy ſailing from the Nore, or the Downs, to Gibraltar, yet this is an uncommon accidental thing, and was not to have been expected on this occaſion: on the contrary, it was then known that the convoy for thoſe parts was to be at Spithead, and many ſhips went there from London, to take the benefit of it, ſo that the warrantry could only be underſtood from Spithead, as it was from the convoy there, that the captain was to take his ſailing orders; beſides, it was not ſafe to lie in the Downs, without a man of war, the plaintiff conceives the Ranger would have run a much greater riſk, in continuing there after the Otter's departure, than ſhe did in ſailing with her, and the Dutch ſhips, though they were no regular convoy; and the plaintiff paid the ſame premium for his inſurance as given on ſeveral ſhips at the ſame time, with a warrantry to depart from any port in the channel; and it was the opinion of ſeveral merchants, that ſhips ſailing with convoy, are to make the beſt of their way to the convoy, and not to ſtay for any immediate one—The jury found a verdict for the plaintiff.

On a Ship that parted from Convoy in bad weather.

AN action was brought on a policy of inſurance, which the defendant underwrote on the ſhip George and Henry, Captain Bower, at and from Jamaica to London, *intereſt or no intereſt, free of average, and without benefit of ſalvage to the inſurers*: with a warrantry annexed to the policy, *viz. Warranted the ſaid ſhip to ſail from Jamaica, with the fleet that came out under convoy of the Ludlow Caſtle man of war.*

The ſaid ſhip did ſail accordingly with the fleet under the aforeſaid convoy; but in a great ſtorm that happened ſometime after their ſailing, wherein many ſhips were loſt, the George and Henry received ſo much damage, as obliged her to bear away for Charleſtown, in South Carolina, where ſhe put in, and upon examination, was found quite unfit to put

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to ſea again; whereupon her cargo was taken out, and put on board other ſhips for London, and ſhe condemned and broken up.

In conſequence of which, the plaintiff demanded his inſurance, and all the underwriters, being ſatisfied of the truth of the before-mentioned facts, paid their loſs, except the defendant, who went ſo far as to ſettle it, and, according to cuſtom, underwrote the policy in the following words and figures:

Adjuſted the loſs on this policy at ninety-eight pounds per cent. which I do agree to pay one month after date. London, July 5th. 1745.

HENRY GOULDNEY.

When this note became due, he thought himſelf no way bound by it, but inſiſted on fuller proof; particularly of the ſhip's ſailing under convoy, as warranted; and of her condemnation at Carolina; but, it having been always the cuſtom, that, after ſuch adjuſtments as above, with promiſe of payment at a certain day, are made between the inſured and the inſurer, no further evidence is ever required, but the loſs conſtantly paid; and it was upon this account that the jury found a verdict for the plaintiff; and my Lord Chief Juſtice, conſidering it as a note of hand, declared, that the plaintiff had no occaſion to enter into the proof of the loſs.

The length of the pleadings in the under-mentioned cauſes, obſtructing their appearance in this volume, the rules eſtabliſhed by their deciſion, in conjunction with the opinion of the judges, are inſerted in their ſtead.

Motteux, and others, againſt the Governor and Company of the London Aſſurance, and others, 1739.

IF a policy of inſurance differs from the lable (which is the memorandum or minutes of the agreement entered in the office-book, in which the material parts of the policy are inſerted, as the maſter's and ſhip's name, the premium, and the voyage) when occaſioned by miſtake, it ſhall be made agreeable to the lable. An agent for the owner of a ſhip, when he fetches the policy, is not obliged to compare it with the lable he acting merely as a ſervant.

If a ſhip is decayed, and goes to the neareſt place, it is the

ſame as if repaired at the place from whence the voyage was to commence, and no deviation.

Where there are the words *at* and *from* a place to England, firſt arrival is implied, and always underſtood in policies.

Pringle, againſt Hartley, 1744.

WHEN a ſhip is taken and re taken, the inſured is intitled to recover the whole money inſured, if he has offered to relinquiſh the ſalvage. And Hardwicke, L. C. J. thought it would be miſchievous if otherwiſe, for then upon a re-capture, a man would be in a worſe ſituation than if a ſhip was totally loſt. By the 13th. of Geo. II. the re-caption of a ſhip is the re-veſting of the owner's property.

If the ſalvage come to the hands of the inſured, it muſt be deducted out of the money recovered by the policy.

Pelly, againſt the Governor and Company of the Royal Exchange Aſſurance. 1757.

THE loſs of ſails and other furniture, belonging to the ſhip inſured, occaſioned by a fire on ſhore, where they were taken to repair during the voyage, is a loſs within the words and meaning of the policy.

What muſt neceſſarily be underſtood, makes a part of the policy as much as what is expreſſed. This loſs is within the voyage, though (ſtrictly ſpeaking) upon land.

If the loſs happen by the variation of the change, or alteration of the voyage, or other fault of the maſter or owner of the ſhip, the inſurer ceaſes to be liable. But if the thing be done in the uſual courſe of the voyage, or from a juſt and ſufficient cauſe, it is otherwiſe.

So, if a ſhip, warranted to depart with convoy, go out of the way, in order to have the opportunity of convoy, this is no deviation.

The inſured have no right to change the bottom, though to a better or ſtronger ſhip. A deviation, without neceſſity determines the policy, and diſcharges the inſurer.

Goſs, againſt Withers. 1758.

A Ship inſured was taken by the enemy and re-taken. The inſured offered to abandon the ſhip and cargo to the inſurers, for them to make what advantage they could, which the

the inſurers refuſed. Whether the property be changed or not is an immaterial queſtion between inſurers and inſureds. The former muſt indemnify the latter; and he ſhall ſtand in the place of the inſured, in caſe of a re-capture or abandonment.

In general (though not univerſally) if an inſured ſhip be taken, the inſured may demand as for a total loſs, and abandon to the inſurer. The ſame may be done in caſe of an arreſt, or an embargo, by a prince or an enemy.

In all caſes, the inſured may chooſe not to abandon. But he cannot elect to turn what was, in its nature, but an average loſs, into a total loſs by abandoning.

Lewis, againſt Rucker, 1761.

THE rule of eſtimating the loſs upon a valued policy is, "That the inſures ſhall pay to the inſured the like proportion of the ſum, at which the goods are valued in the policy, as the price of the damaged goods bore to the price of the ſame goods (had they arrived undamaged at the port of delivery) when they were landed there."

In this cauſe the damaged goods were clayed and Muſcovado ſugars, the former valued at thirty pounds, and the latter at twenty pounds per hogſhead, in the policy. The damage they ſuſtained in the voyage, by the ſea water, rendered it neceſſary to ſell them immediately on their arrival at Hamburgh. In their damaged ſtate, they fetched twenty pounds and eight-pence per hogſhead; and the price of ſound ſugars was twenty-three pounds ſeven ſhillings and eight-pence per hogſhead. The defendant (the inſurer) paid the difference between the two prices (three pounds ſeven ſhillings per hogſhead) into court, according to the preceding rule.

The plaintiff obtained a rule for a new trial; when a ſpecial jury of merchants, in correſpondence with the opinion of Lord Mansfield, found the defendant's rule of eſtimation to be right, and gave their verdict for him.

This proportion between ſound and damaged, is equally the rule, whether the goods come to a falling or a riſing market; the inſurer has nothing to do with the riſe or fall of the market; or with the ſpeculations of the merchant. He is only to put the merchant in the ſame condition (relation being had to the prime coſt or value in the policy) as he would have been

in, if the goods had arrived free from damage, and this accrues at the time of loading the goods.

A valued policy is not to be conſidered as a wager policy, or like intereſt and no intereſt: the only effect of the valuation is, fixing the amount of the prime coſt (juſt as if the parties admitted it at a trial) which muſt be proved in an open policy and ſtands agreed in a valued one. And it is ſettled that upon valued policies, the merchant need only prove ſome intereſt, to avoid the 19th. of Geo. II. c. 3. Yet if a valued policy be uſed merely as a cover to a wager, it would be conſidered as an evaſion of that ſtatute, and would not be ſuffered to defeat it.

Stevenſon, againſt Snow, 1761.

THIS was a ſpecial reſerved caſe, on a trial for a return of part of the premium of inſurance upon a ſhip, from London to Halifax in Nova Scotia, warranted to depart with convoy from Portſmouth: but, before the ſhip arrived there, the convoy was gone: and the action was, for the premium on the unperformed part of the voyage. It was the opinion of Lord Mansfield and the other judges, that the premium ſhould be returned, looking upon this as two voyages in effect, only one of which was made, and the other not at all entered upon. But it was obſerved, if the riſque was once begun, the inſured ſhould not deviate, or return back, and then ſay, "I will go no further under this contract, but will have my premium returned."

Wollmer, againſt Mulman. 1763.

A Policy was ſubſcribed thus, "Warranted neutral ſhip and property;" but, in fact, ſhe was not neutral property. The inſurer, being ſued, paid the premium into court, and had judgment. For this was no contract.

Heaton, againſt Rucker, 1765.

POLICY of inſurance upon Eaſt India ſhips includes the chance of their being detained in India, and the riſk of their country voyages there.

As the inſurer has a right to the premium, when the agreement is made, that premium, whatever it may be, makes a part of

of the money paid, in caſe of a loſs. Therefore, the inſured, to cover himſelf completely, ſhould add the premium on the ſum inſured, to that ſum, and inſure their full amount.

July 27, 1781, *An extraordinary cauſe was Tried at Guild-hall, before Lord Mansfield and a ſpecial Jury. Meſſrs. Mendes de Coſta, Plaintiff; and a Mr Alcock, Defendant.*

A Privateer, or rather a letter of marque, was fitted out by the plaintiff, and partly loaden with proviſions; with orders to the captain to land his cargo at Gibraltar, if he could get in; if not to proceed to Leghorn. The defendant had underwrote a policy on the ſhip, as a privateer, for a four months cruize, in or out of harbour, at thirty pounds per cent. without ſpecifying where ſhe was to cruize, or mentioning her deſtination. The ſhip, after ſeveral ſmall ſkirmiſhes, was driven on ſhore at Tangier, by ſome Spaniſh ſhips, and there permitted to be taken, under the guns of the fort. The defendant refuſed to pay the loſs, becauſe he did not know ſhe was deſtined for Gibraltar, or through the Straights, or he would have required a greater premium, if he had inſured her at all.

Lord Mansfield ſaid, That in inſuring merchant ſhips, all poſſible information ought to be given to the inſurers; but the caſe of privateers was an exception from this rule. The inſureds are *not* to give them any information of their deſtination, or where they are to cruize. The inſurers take *all dangers* upon themſelves. They are paid for *not being informed.* When they inſure a privateer on a cruize, they inſure her on all places on the globe, whereſoever ſhe may be, and wherever the King's enemies are to be found. The captain is to attack his country's enemies any where,—he may run into any enemies harbour, and cut out their ſhips, if he ſees an opportunity; and if he is taken, or periſhes in the attempt, the inſurers ſhall not come and ſay,—"We did not know that your captain was ſuch a fighting fellow; if we had, we would not have inſured him at all, or at a much higher premium."—His Lordſhip concluded, that by inſuring a privateer, for a few months cruize, in or out of harbour, the inſurers bound themſelves to pay the loſs, in whatever hazardous manner it was incurred during that period. The jury gave a verdict for the plaintiff.

This

This day was tried in the King's Bench, July 12th. 1790, before Lord Kenyon, an Action brought upon a Policy of Inſurance.

(ROGERS, *againſt the* UNDERWRITERS.)

THE ſhip was deſtined to touch at Shelburne, in Nova Scotia, and from thence to go to Saint John's.

It was alledged, that ſhe touched at Saint John's firſt, and then went to Shelburne in Nova Scotia, in which caſe ſhe had deviated from her proper deſtiny, and that therefore the underwriters were not liable.

In anſwer to this it was contended that this deviation aroſe from the unavoidable ſtreſs of weather, and therefore that the underwriters were liable.

To which it was again anſwered by the underwriters, that the policy was forfeited, for that the captain had taken an article of trade as ballaſt.

It was laid down as law by the court, that if in touching at any port by ſtreſs of weather, or any unavoidable accident, it ſhould appear that any article of trade was taken in on board that ſhip in ſuch port, that the policy was forfeited.

The articles taken in on this occaſion were lime ſtones, which either might or might not be articles of trade, according to circumſtances.

The jury withdrew upon this caſe, and brought in their verdict for the defendant.

Act 25. Geo. III. *Regulating Inſurances on Ships, Goods, Merchandiſe, or Effects.*

PREAMBLE ſtates and enacts, That from July 5, 1785, no policy of inſurance on ſhips or goods ſhall be made without inſerting therein the names of the perſons intereſted, or of their agents, and that all policies made contrary hereto, ſhall be void.

By the 28. Geo. III. Chap. 56. *the above recited Act is repealed, and the following Act paſt.*

THAT, from and after the paſſing of this act, it ſhall not be lawful for any perſon, or perſons, to make, or cauſe to be made, an policy or policies of aſſurance upon any ſhip, or ſhips, veſſel, or veſſels, or upon any goods, merchandiſes, effects,

effects, or other properties whatſoever, without firſt inſerting, or cauſing to be inſerted, in ſuch policy, or policies of aſſurance, the name, or names, or the uſual ſtile and firm of dealing, of one or more of the perſons intereſted in ſuch inſurance; or, without inſtead thereof firſt inſerting, or cauſing to be inſerted in ſuch policy, or policies of inſurance, the name or names, or the uſual ſtile and firm of dealing of the conſignor, or conſignees of the goods, merchandiſes, effects, or property, ſo to be inſured, or the name, or names, or the uſual ſtile or firm of dealing of the perſon, or perſons reſiding in Great Britain, who ſhall receive the order. Such policy, or policies of aſſurance, or of the perſon, or perſons who ſhall give the order, or direction to the agent, or agents immediately employed to negotiate, or effect ſuch policy, or policies of aſſurance.

Any policy, or policies of aſſurance made, or underwrote, contrary to the true intent and meaning of this act, ſhall be null and void to all intents and purpoſes whatſoever.

Of BOTTOMRY.

BOTTOMRY (which originally aroſe from permitting the maſter of a ſhip, in a foreign country, to hypothecate, or pledge the ſhip, in order to raiſe money to refit) is in the nature of a mortgage of a ſhip, when the maſter or owner takes up money to enable him to carry on his voyage, and pledges the keel or bottom of the ſhip as a ſecurity for the repayment. In which caſe it is underſtood, that if the ſhip be loſt, the lender loſes alſo his whole money; but if it returns in ſafety, then he ſhall receieve back his principal and alſo the premium or intereſt; agreed upon, however it may exceed the legal intereſt; and this is allowed to be a valid contract in all trading nations, for the benefit of commerce, and by reaſon of the extraordinary hazard run by the lender. And, in this caſe, the ſhip and tackle, if brought home, are anſwerable (as well as the perſon of the borrower) for the money lent. But if the loan is not upon the veſſel, but upon the goods and merchandiſe, which muſt neceſſarily be ſold or exchanged in the courſe of the voyage, then only the borrower, perſonally, is bound to

anſwer

anſwer the contract, who, therefore, in this caſe, is ſaid to take up money at reſpondentia. Theſe terms are alſo applyed to contracts, for the re-payment of money, borrowed not on the ſhip and goods only, but on the mere hazard of the voyage itſelf; when a man lends a merchant one thouſand pounds, to be employed in a beneficial trade, with condition to be repaid with extraordinary intereſt, in caſe ſuch voyage be ſafely performed; which kind of agreement is ſometimes called *fœnus nautecum*, and ſometimes *uſura maritima*. But, as this gave an opening for uſurious, and gaming contracts, eſpecially upon long voyages, it was enacted, by the ſtatute 19 Geo. II. c. 37. that all monies lent on bottomry, or at reſpondentia, on veſſels bound to or from the Eaſt Indies, ſhall be expreſsly lent only on the ſhip, or upon the merchandiſe; that the lender ſhall have the benefit of ſalvage; and that if the borrower has not on board effects to the value of the ſum borrowed, he ſhall be reſponſible to the lender for ſo much of the principal as hath not been laid out, with legal intereſt, and all other charges, though the ſhip and merchandiſe be totally loſt.

A maſter of a ſhip may not take up money on bottomry, in places where his owners reſide, except he be a part owner, and then he may only take up ſo much as his ſhare in the ſhip will anſwer; for if he exceeds that, his own eſtate is liable to make ſatisfaction. But when a maſter is in a ſtrange country, where there are no owners, nor any goods of theirs, or his own, and for want of money he cannot perform his voyage, he may, in this caſe, take up money on bottomry, and all the owners are chargeable thereto; but this is underſtood where money cannot be procured by exchange, or any other means; and, in the firſt caſe, the owners are liable by their veſſel, though not in their perſons; and they have their remedy againſt the maſter.

Whereas merchants, and other traders, frequently lend money on bottomry, or at reſpondentia, and in the courſe of their trade, frequently cauſe their ſhips and veſſels, and the goods and merchandiſe loaden thereon, to be inſured; and where commiſſions of bankruptcy have iſſued againſt the obliger, in ſuch bottomry, or reſpondentia bond, or the underwriter, or aſſurer in ſuch aſſurance, before the loſs of the ſhip or goods, in ſuch bond, or policy of inſurance mentioned, hath happened,

ed, it hath been made a queſtion, Whether the obligee or obligees in ſuch bond, or the aſſured in ſuch policy of aſſurance, ſhould be let in to prove their debts, or be admitted to have any benefit or dividend under ſuch commiſſion, which may be a diſcouragement to trade: For remedy thereof, be it enacted, That the obligee, in any bottomry or reſpondentia bond, and the aſſured in any policy of aſſurance, made and entered into upon a good and valuable conſideration, *bona fide*, ſhall be admitted to claim, and, after the loſs, or contingency, ſhall have happened, to prove his, her, or their debt and demands, in reſpect of ſuch bonds, or policy of aſſurance, in like manner as if the loſs, or contingency had happened before the time of the iſſuing of the commiſſion of bankruptcy, againſt ſuch obliger or aſſurer; and ſhall be entitled unto, and ſhall have and receive a proportionable part, ſhare, and dividend, of ſuch bankrupt's eſtate, in proportion to the other creditors of ſuch bankrupt, in like manner as if ſuch loſs or contingency had happened before ſuch commiſſion iſſued: and all and every perſon or perſons, againſt whom any commiſſion of bankruptcy ſhall be awarded, ſhall be diſcharged of and from the debt, or debts owing by him, her, or them, on every ſuch bond or policy of aſſurance as aforeſaid; and ſhall have the benefit of the ſeveral ſtatutes now in force againſt bankrupts, in like manner, to all intents and purpoſes, as if ſuch loſs or contingency had happened, and the money due in reſpect thereof had become payable, before the time of iſſuing ſuch commiſſion.

Reſpondentia or bottomry intereſts, muſt be expreſsly mentioned and ſpecified in the policy; but ſpecial intereſt in goods, may be given in evidence; if the circumſtance of the caſe will admit of it.

The Form of a Bill of Bottomry.

TO all people to whom theſe preſents ſhall come. I A. B. of, &c. owner and maſter of the ſhip called, &c. of the burthen of two hundred tons, now riding at, &c. and bound for, &c. in the Weſt Indies, ſend greeting. Whereas I, the ſaid A. B. am at this time neceſſiated to take up, upon the adventure of the ſaid ſhip, called &c. the ſum of one hundred pounds for ſetting forth the ſaid ſhip to ſea, and furniſhing her with proviſions for the ſaid voyage, which C. D. of, &c. merchant, hath on requeſt, lent me, and ſupplied me with, at

the rate of twenty pounds for the ſaid hundred pounds, during the ſaid voyage: Now know ye, that I, the ſaid A. B. do, by theſe preſents, for me, my executors and adminiſtrators, covenant and grant, to and with the ſaid C. D. that the ſaid ſhip ſhall, with the firſt fair wind after the day, &c. depart from the River Thames, and ſhall, as wind and weather ſhall ſerve, proceed on her voyage to, &c. in the Weſt Indies; and, having there tarried until, &c. and the opportunity of a convoy (if in time of war) or being ſooner diſpatched (which ſhall firſt happen) ſhall return from thence and ſhall, as wind and weather ſhall ſerve, directly ſail back to the ſaid River Thames, to finiſh her ſaid voyage. And I, the ſaid A. B. in conſideration of the ſaid ſum of one hundred pounds, to me in hand paid by the ſaid C. D. at and before the ſealing and delivery of theſe preſents, do hereby bind myſelf, my heirs, executors, and adminiſtrators, my goods and chattels, and particularly the ſaid ſhip, with the freight, tackle and apparel of the ſame, to pay unto the ſaid C. D. his executors, adminiſtrators, or aſſigns, the ſum of one hundred and twenty pounds of lawful Britiſh money, within one and twenty days next after the return and ſafe arrival of the ſaid ſhip, in the ſaid River of Thames, from the ſaid intended voyage. And I, the ſaid A. B. do, for myſelf, my executors, and adminiſtrators, covenant and grant, to and with the ſaid C. D. his executors, and adminiſtrators, by theſe preſents, that I, the ſaid A. B. at the time of ſealing and delivering theſe preſents, am true and lawful owner and maſter of the ſaid ſhip, and have power and authority to charge and engage the ſaid ſhip as aforeſaid; and that the ſaid ſhip ſhall, at all times after the ſaid voyage, be liable and chargeable for the payment of one hundred and twenty pounds, according to the true intent and meaning of theſe preſents. And laſtly, it is hereby declared and agreed, by and between the ſaid parties to theſe preſents, that in caſe the ſaid ſhip ſhould be loſt, miſcarry, or be caſt away, before her next arrival in the ſaid River of Thames, from the ſaid intended voyage, that then the ſaid payment of one hundred and twenty pounds ſhall not be demanded, or be recoverable, by the ſaid C. D. his executors, adminiſtrators, and aſſigns; but ſhall ceaſe and determine, and the loſs thereby be wholly born and ſuſtained by the ſaid C. D. his executors, and adminiſtrators; and that then, and from thenceforth, every act, matter, and thing herein

herein contained, on the part and behalf of the ſaid A. B. ſhall be void: Any thing herein contained to the contrary, notwithſtanding.

IN WITNESS, &c.

When the obliger in a bottomry bond, before the return of the ſhip, becomes a bankrupt, the obligee cannot come in under the commiſſion; though, if the ſhip returns before the bankrupt's eſtate be fully diſtributed, he ſhall come in *pro rata*; or, if the ſhip returns after the bankrupt's certificate is allowed, he will not be barred, provided he ſets forth in the declaration, the condition as well as the bond.

On Error in an Action upon Bottomry Bond, there muſt be Bail.

THE plaintiff recovered on a bottomry bond, and the defendant brought in a writ of error, but put in no bail; and the queſtion was on the words of the ſtatute, which are, *bonds for the payment of money only*. The court was of opinion, the contingency having happened, this is now in reſpect a bond for the payment of money only, and therefore there muſt be bail.

A Bottomry Bond is cancelled, on paying common Intereſt, when the Voyage does not take place.

A. Intending to go a voyage, enters into a bottomry bond: but the ſhip not going the voyage, but lying ſafe in the port of London, the court decreed the defendant ſhould loſe the premium, and accept of his principal, with uſual intereſt.

The caſe was upon a bottomry bond, whereby the plaintiff was bound in conſideration of four hundred pounds, as well to perform the voyage within ſix months, as at the ſix months end to pay the four hundred pounds, and forty pounds premium, in caſe the veſſel arrived ſafe, and was not loſt in the voyage.

It fell out, that the plaintiff never went the voyage, whereby this bond became forfeited, and now he preferred his bill to be relieved; and upon a former hearing, as the ſhip lay all along in the port of London, and ſo the defendant ran no hazard of loſing his principal; the Lord-keeper thought fit to decree, that the defendant ſhould loſe the premium of forty pounds, and be content with his principal, and ordinary intereſt: and now, upon a re-hearing, he confirmed his former decree.

In Michaelmas Term, 1785.

IN a cauſe between a creditor and the aſſignees of Walter Burn, a bankrupt; it was adjudged by Lord Mansfield, that in caſes of bankruptcy, *money lent upon bottomry*, ſhould only be conſidered as a *ſimple contract*, and not as a mortgage upon lands or houſes; and therefore the bottomry creditor muſt come in with the other creditors in the general dividend only; notwithſtanding what may have been practiſed, or ſuppoſed to the contrary heretofore.

There are ſeveral ſorts of bottomry bonds, much uſed in the north of England, for money lent upon ſhips, by way of mortgage, at extra intereſt; by the year, &c. Of which, the following is a form:

THIS Indenture, made the between A. B. of and C. D. of in the ſaid county, Witneſſeth, That the ſaid A. B. for and in conſideration of the ſum of one hundred pounds, paid by the ſaid C. D. hath granted, bargained, ſold, aſſigned, and ſet over, unto the ſaid C. D. one full *fourth part* of all that his ſhip or veſſel now lying and being in the harbour of aforeſaid, called the And alſo, the like part of all the maſts, ſails, &c. &c. to hold all and ſingular the ſaid premiſes. And the ſaid A. B. doth hereby covenant, promiſe and agree, to and with the ſaid C. D. that he, the ſaid A. B. now is the ſole, true and lawful owner, of the ſaid one full fourth part: And alſo, that he, the ſaid A. B. in conſideration of the ſaid ſum of one hundred pounds, adventured in the ſaid ſhip, ſhall and will, yearly and every year hereafter, by even and equal quarterly payments, ſo long as the ſaid ſhip ſhall reign (and in proportion for a leſs ſpace of time than a year) well and truly pay to the ſaid C. D. intereſt for the ſaid ſum of one hundred pounds, hereby adventured, after the rate of *eighteen pounds* for one hundred pounds, for a year, in lieu and diſcharge of all the profits of the ſaid ſhip, before the time grown due and payable. And alſo, That in caſe the ſaid A. B. ſhall at any time ſell or diſpoſe of the ſaid ſhip, or his intereſt therein, that then the ſaid A. B. ſhall and will, within *one month*, pay back to the ſaid C. D. the ſaid ſum of one hundred pounds, with all intereſt then due, in manner aforeſaid. And it is agreed,

greed, That upon payment thereof, theſe preſents ſhall be void. And alſo, That in caſe the ſaid A. B. ſhould happen to die, that then in ſuch caſe, his heirs within *two months* from his death, ſhall pay back And alſo, That the ſaid C. D. ſhall not be liable to any loſs in accounts concerning the ſaid ſhip. And in caſe the ſaid ſhip ſhall happen to be *totally loſt*, and during the continuance of any intereſt of the ſaid A. B. therein, that then the ſaid C. D. ſhall loſe the ſaid ſum of one hundred pounds. And if any of her tackle or materials be ſaved, then the ſaid C. D. ſhall have one full fourth part of the tackle and materials ſo ſaved. Provided always, That in caſe the ſaid A. B. ſhall at any time hereafter, be aminded or deſirous to pay back the ſaid ſum of one hundred pounds, it ſhall and may be lawful to and for the ſaid A. B. at the end of two months next after notice in writing, to pay back the ſame. Provided alſo, and it is further covenanted, declared, and agreed, That in caſe the ſaid C. D. ſhall at any time hereafter, be aminded or deſirous to call in the ſaid ſum of one hundred pounds, with ſuch intereſt as aforeſaid; that then, and in ſuch caſe, the ſaid A. B. ſhall and will (at the end of two months after notice in writing, for that purpoſe given to the ſaid A. B. by the ſaid C. D.) well and truly pay, or cauſe to be paid to the ſaid C. D. the ſaid ſum of one hundred pounds, with ſuch intereſt as aforeſaid.

IN WITNESS whereof, the ſaid parties to theſe preſents have hereto interchangeably ſet their hands and ſeals, the day and year firſt above written.

A. B.
C. D.

Signed, ſealed, and delivered, being firſt duly ſtamped, in the preſence of us,

G. R.
W. P.

Received, the day and year firſt within written, by me, the within named A. B. the ſum of one hundred pounds; being the full conſideration money within named, to be paid to me by him.——I ſay, Received the ſame by me

A. B.

Witneſs G. R.
W. P.

Of

Of SALVAGE.

SALVAGE is an allowance made for ſaving of a ſhip or goods, or both, from the dangers of the ſeas, pirates, or enemies; and is allowed by all nations. It being reaſonable that a man ſhould be rewarded who hazards his life, or employs his time in the ſervice of another; more eſpecially, as without his aid, the lives and property of the parties in diſtreſs, moſt probably, would have been loſt.

The ſheriffs, juſtices of the peace in every county, and all mayors, bailiffs, and other head officers of all corporations and port towns, near the ſea, and all conſtables, headboroughs, and *officers of the cuſtoms*, ſhall upon application made to them, on behalf of any commander of a ſhip, being in danger of being ſtranded, command the conſtables of the neareſt the coaſt where the ſhip ſhall be in danger, to ſummon as many men as ſhall be thought neceſſary to the aſſiſtance of ſuch ſhip; and, if there ſhall be any ſhip belonging to his Majeſty, or any of his ſubjects, reſiding near the place, the *officers of the cuſtoms*, and conſtables, are required to demand of the ſuperior officers of ſuch ſhip, aſſiſtance by their boats, and ſuch hands as they can conveniently ſpare: and in caſe ſuch ſuperior officer of of ſuch ſhip neglect to give ſuch aſſiſtance, he ſhall forfeit one hundred pounds, to be recovered by the ſuperior officer of the ſhip in diſtreſs, with coſts, in any of his Majeſty's courts of record.

If any perſon or perſons ſhall plunder, ſteal or take away, or deſtroy any goods, merchandiſe, &c. belonging to any ſhip or veſſel in diſtreſs, wrecked, loſt, ſtranded, or caſt on ſhore, in any part of his Majeſty's dominions (whether any living creature be on board or not) or ſhall take or deſtroy any of the tackle, apparel, proviſions, &c. or any part of ſuch ſhip or veſſel; or ſhall beat or wound, with intent to kill or deſtroy, or otherwiſe wilfully obſtruct the eſcape of any perſon, endeavouring to ſave his or her life, from ſuch ſhip or veſſel, or the wreck thereof; or if any perſon, or perſons, ſhall put out any falſe light or lights, with an intention to bring any ſhip or veſſel into danger; then ſuch perſon or perſons, ſo offending, ſhall be deemed guilty of felony, and being lawfully convicted thereof, ſhall ſuffer death, as in caſes of felony, without the benefit of clergy. Provided that, when goods of ſmall value

ſhall

ſhall be on ſhore, and ſtolen, without circumſtances of cruelty, or violence, the offender, on conviction, ſhall be puniſhed as in caſes of petit larceny.

Any juſtice, on information before him on oath, of any part of the cargo or effects of any ſhip in diſtreſs, &c. being unlawfully carried away, and concealed, may iſſue ſearch warrants, as in other caſes of ſtolen goods. And if the goods be found in the houſe or poſſeſſion of a perſon, not legally authoriſed to keep them, who ſhall not give a ſatisfactory account how he came by them, he is to be committed to gaol for ſix months, or until he ſhall have paid the owner treble the value of the things unlawfully detained.

If any perſon ſhall offer to ſale, any effects belonging to any veſſel loſt as aforeſaid, and unlawfully taken away, or ſuſpected to have been, they may be ſeized, and carried before a juſtice of the peace, on notice given thereof: and if a ſatisfactory account be not given, the goods are to be delivered for the uſe of the right owner, upon payment of a reaſonable reward for ſuch ſeizure, to be aſcertained by the juſtice, to the perſon who ſeized the ſame; and the juſtice ſhall commit the offender to gaol for ſix months, or till he ſhall have paid the owner treble the value of the goods.

In caſe any perſon, not employed by the maſter, &c. in the ſalvage of any veſſel or cargo, ſhall, in the abſence of perſons ſo employed, ſave any ſuch ſhip, goods, &c. and cauſe the ſame to be carried, for the benefit of the owners or proprietors, into a port or place of ſafe cuſtody, immediately giving notice to ſome magiſtrate, cuſtom houſe, or exciſe-officer; or if he ſhall diſcover to any magiſtrate or officer, where any ſuch goods are wrongfully brought, ſold, or concealed, ſuch perſon ſhall be entitled to a reaſonable reward; to be aſcertained by a juſtice of the peace, and paid by the maſter or owner of ſuch veſſel.

For the better aſcertaining the ſalvage, the juſtice of the peace, mayor, bailiff, collector of the cuſtoms, or chief conſtable, who ſhall be neareſt where any ſhip is ſtranded or caſt away, ſhall forthwith give notice for a meeting of the ſheriff, or his deputy, the juſtice of the peace, mayor, or other chief magiſtrate, of towns corporate, coroners, and commiſſioners of the land-tax, or any five or more of them, who are to employ proper perſons for ſaving ſhips in diſtreſs, and alſo to take

take examinations concerning the ſame, and the ſalvage thereof, and to adjuſt the quantum for ſuch ſalvage, in caſe of diſagreement among the parties.

The only difficulty, therefore, that can ariſe on the ſubject of ſalvage is, as to the proportion of the ſums of money, or other gratuities to be allowed; and where there are no ſtated laws or cuſtoms to go by, we muſt be guided by the particular circumſtances of different caſes. This ſhould be the line of conduct obſerved by arbitrators. For though great promiſes may have been made, in time of danger, by the maſter and mariners, yet when the deciſion comes before a court of judicature, or arbitrators, they are to guard againſt exorbitant demands for ſalvage, and the reward muſt be regulated by the pains and trouble the ſalvers were put to.

For the charges of ſalvage very great allowances have been made to divers and ſalvers, as an half, the third, or the tenth of the things ſaved, according to the depth of the water out of which they were fetched. Generally, a tenth part for ſalvage on the coaſt, and a fifth part to him who, ſaving himſelf, carries ſomething with him, as gold, ſilver, jewels, or valuable papers, which being eaſy of tranſportation, are ſometimes ſaved by the mariners who eſcape from ſhipwreck.

Where things are caſt up by ſhipwreck, or left through caſting in ſtorms, the law of Rhodes allow, to the finders a fifth part for ſaving, and in France they allow one third part for ſalvage.

If the ſhip only periſh, and the goods be ſaved, then the goods ſhall pay the tenth, or the fifth, as the difficulty of the ſaving thereof requires, and gold, ſilver, ſilk, and the like, being of eaſy tranſportation, ſhall pay leſs than goods of a greater weight.

Anchors are the moſt common things found at ſea; and if they are fetched up without any buoy, or cable floating, to direct the ſalvers, one half is allowed; but if there is a buoy or cable, then only one third. But as it freequently happens, that diſputes ariſe concerning the finding of anchors and cables, a remedy is provided by the following Statute.

The 3. *George* I. *Chapter* 13. *Section* 6.

AND whereas, divers ſhips and veſſels, in bad weather, are forced from their anchors and cables, and unreaſonable ſums of money demanded for ſalvage, by ſuch perſons who take

take up and carry the ſaid anchors and cables on ſhore, before the owners can have ſuch anchors and cables reſtored to them, or elſe they muſt apply themſelves to the Admiralty court at Dover; and ſuch ſhips and veſſels muſt either leave their cables and anchors behind them, or ſuffer much more than the value thereof, by being delayed in their voyage, by the neceſſary forms of proceedings, ſhould they ſtay to have the ſame determined in the ſaid Admiralty court: for remedy whereof, and for preventing the like inconveniencies for the future, be it further enacted, by the authority aforeſaid, That from and after the 29th. day of September, 1717, the lord warden of the cinque ports for the time being, ſhall nominate and appoint, by an inſtrument under his hand and ſeal, three or more ſubſtantial perſons, in each of the cinque ports, two antient towns, and their members, to adjuſt and determine any difference relating to ſalvage, if any ſuch ſhall ariſe, between the maſter of any veſſel, and the perſon or perſons bringing ſuch cable and anchor on ſhore; which ſaid perſons, the ſaid lord warden is hereby authoriſed and impowered, from time to time, to nominate and appoint; and in caſe any ſhip or veſſel ſhall be forced from her cables and anchors, by extremity of weather, and leave the ſame in any roads, within the juriſdiction of the cinque ports, and the ſalvage cannot be adjuſted, between the perſons concerned, that then the ſame ſhall be determined within the ſpace of twelve hours, by any one or more of the ſaid perſons appointed as aforeſaid; any cuſtom or uſage to the contrary in anywiſe notwithſtanding.

If any perſon, appointed to put this act into execution, be wounded in ſuch ſervice, the perſon or perſons ſo wounding him, ſhall, upon conviction, be tranſported for ſeven years.

Any juſtice of the peace, in the abſence of the ſheriff, may take ſufficient power to repreſs all violence, and enforce the execution of the acts.

To prevent confuſion among perſons aſſembled to ſave any ſhip, goods, &c. the following ſubordination is to be obſerved.

ALL perſons aſſembled, are to conform to the orders of the maſter, or other officer or owner, or thoſe employed by them. For want of ſuch perſons, they are to act agreeably to the directions of the following perſons, in the order here mentioned:

The officers of the cuſtoms, or exciſe.
The ſheriff, or his deputy.
Juſtices of the peace.
The mayor, or chief magiſtrate of any corporation.
The coroner.
Commiſſioners of the land-tax.
Petty conſtables, or other chief officers.

And whoever wilfully acts contrary to ſuch orders, forfeits five pounds; to be levied by warrant of a juſtice of the peace; and in caſe of non-payment, the offender may be committed to the houſe of correction for three months.

Further Obſervations.

A Ship is adjudged to be a wreck, when ſhe is caſt away upon a rock or ſand, or founders at ſea, and neither man, cat, or dog eſcapes alive.

Floatſham goods, are thoſe floating upon the ſea after a ſhip periſhes.

Jetſham goods, are thoſe thrown overboard, in time of danger to lighten the ſhip.

Lagan goods, are thoſe heavy enough to ſink, when thrown overboard, but which have a buoy faſtened to them, that they may be found again.

Stranded goods, are thoſe belonging to a ſhip that ſprings a leak, or is otherwiſe damaged by running upon a rock, &c. whereby ſhe periſhes, or is ſo diſabled, as to be incapable of going to ſea again, or perhaps breaks to pieces, and the goods are ſeen to float out of her, or remain in the hold, &c. and are taken out of that part of her that is dry at low water, or when the ſea leaves her.

The King claims floatſham, jetſham, and lagan goods, when the ſhip periſhes, and when the owners of the goods are not known.

Floatſham, jetſham, and lagan goods, by the grant of wreck, will paſs when they are caſt upon land; if they are not caſt upon land, they cannot be called wreck, the Admiralty having juriſdiction and not the common law.

Below low water-mark, the Admiralty has the ſole and abſolute juriſdiction; and, between high-water-mark, and low-water-mark, the common law. The harbours, ſhores, and coaſts

coaſts of England, are not within the juriſdiction of the Admiralty.

When any ſhip is found deſerted by her crew, ſave only a man, a cat, or a dog alive, neither the ſhip nor any thing therein is a wreck; but the goods are to be kept a year and a day, and (except thoſe ſold duty free, for defraying the charges of ſalvage) are to be reſtored to perſons claiming property in the ſame: If nobody appear within that time, they are forfeited to the King, or lord of the manor, claiming wreck of the ſea. If a ſhip periſh in the ſea, and the mariners totally forſake her, the firſt poſſeſſor that ſhall recover her, or any part of the goods, or loading, gains a property.

The owners, claiming a wreck, muſt make ſufficient proof of their title, within a year and a day; and they are to do it by their marks, or cockets, by the cuſtom-houſe books, or by the teſtimony of reputable perſons.

If goods wrecked, be ſeized by perſons having no authority, the owner may have his action againſt them; or, if the wrong-doers be unknown, he may have a commiſſion to enquire, &c.

Goods loſt by tempeſt, piracy, &c. and not by wreck, if they come to land, ſhall be reſtored to the owner.

When a ſhip is ready to ſink, and all the men, for their preſervation, quit her; if, after the ſhip's periſhing, any of the goods come to land, they are not loſt.

A ſhip was chaſed by an enemy, and the men therein, for the ſecurity of their lives, forſook her; ſhe was afterwards taken by the enemy, ſpoiled of her goods and tackle, and then turned adrift; after this, by ſtreſs of weather, ſhe was caſt on land, where it happened her men ſafely arrived: and it was reſolved that this was no wreck.

Caſe.—An outward bound Dutch Eaſt Indiaman ſtruck upon the ſands off the the port of Dunkirk; the maſter and his crew, imagining ſhe would go to pieces, as it blew a hard gale, too haſtily abandoned her, and made the beſt of their way, in their boats, to Oſtend, the ſurf not admitting of their making the harbour of Dunkirk. Two days after, a paſſage boat, belonging to Dover, found the ſhip adrift, having worked herſelf off with the tides, and brought her ſafe into Dunkirk: the maſter ſoon arrived there, and diſputed the quantum of the ſalvage, which the admiralty court of Dunkirk adjudged to be one half, and it was paid accordingly.

Trover for goods.—The defendants plead, That they were in a ſhip, that the ſhip took fire, and that they hazarded their lives to ſave the goods; and therefore they are ready to deliver them, if the plaintiff will pay them forty-ſix pounds for ſalvage, &c. The plaintiff demurred greatly; and Holt, C. J. held, that they might retain the goods until payment, as well as a taylor, or an hoſtler, or common carrier.

Of AVERAGE.

AVERAGE and CONTRIBUTION, in marine caſes, are ſynonimous terms, ſignifying a proportionable rate, paid by aſſurers to others, towards the loſſes of theſe perſons, who have their goods caſt into the ſea, in the time of a tempeſt, for the ſafeguard of the ſhip, and preſervation of the lives and goods of thoſe in the ſhip.

Ships freighted, and at ſea, are often ſubject to ſtorms, and other accidents, in which they have been frequently preſerved, by caſting goods overboard to lighten them. Law and cuſtom, therefore, allow and juſtify, in caſes of imminent danger, that the goods, wares, guns, or whatſoever elſe ſhall be thought fit, may be thrown overboard in ſuch extremity: as heavy goods are generally leaſt in value, and moſt likely to anſwer the intended purpoſe, they ſhould be firſt deſtined to deſtruction.

When a ſhip by theſe means, weathers out the ſtorm, and arrives at her deſtined port, the captain muſt not neglect, on any account whatever, to make his regular proteſts; and beſides, joined with the major part of his crew, muſt ſwear, that the goods were caſt overboard, for no other cauſe but the ſafety of the ſhip and loading: But the method of clearing up this point varies in different countries.

Where goods are loaden above the overlope, or forbidden goods are tranſported, if they cauſe any danger or damage, the maſter bears the loſs, and may be proſecuted criminally.

The ſhip arriving in ſafety, after the ejection of part of the cargo, the remainder muſt come into the average; not only thoſe goods that pay freight, but all thoſe which have obtained ſafety and preſervation by ſuch ejection; even money, goods, cloaths, jewels, and ſuch like are not excepted.

But

But thoſe things that are borne on a man's body, victuals, and the like, put on ſhip-board to be ſpent, are excluded from contribution.

Plate, jewels, and the like, being in a trunk or cheſt, pack or bale, at the time of ejection, if there be a ſuper-cargo, he ought to give notice, by diſcovering the ſame to the maſter or mariners; otherwiſe, he ſhould receive from the contribution, no more than the bare intrinſic value appeared to be.

Corn, fiſh, ſalt, fruit, flour, and ſeed, are warranted free from average, unleſs general, or the ſhip be ſtranded; which ſignifies, that if the whole of a cargo, or any part thereof, be conſiderably damaged, the inſurers are no way liable to make good the damage: But if the ſhip had been driven upon the ſhore, and got off again by good aſſiſtance, or had cut away her maſts, cables, &c. for the good of the ſhip, and ſafety of the cargo, the charges attending thoſe repairs muſt make a general average; and the ſhip, freight, and cargo, muſt all contribute (according to their value) to pay the charges, and repairs, of whatever was done for the preſervation of the ſhip and cargo.

Sugar, tobacco, hemp, flax, hides, ſkins, briſtles, and all other goods, are warranted free from average, under five per cent. alſo the ſhip and freight, are warranted free from average, under three per cent. unleſs general, or the ſhip be ſtranded. Which is to be underſtood thus: If a parcel of hemp, ſugar, &c. was valued at five hundred pounds; and, on arrival, it was found to be damaged to the amount of twenty, occaſioned by the ſhip having a long paſſage, and much bad weather; in this caſe, the damage only amounts to four per cent. which the underwriters are not liable to pay, and that loſs falls upon the owners of thoſe goods? but if the damage had been forty pounds, it would have been an average of eight per cent. which the underwriters muſt pay.

When a ſhip has cut away her maſts, cables, &c. and received much damage in her hull, by being upon any ſhore, it is always cuſtomary, in England, for the underwriters (and has been generally agreed to, by aſſureds) to deduct one third of the amount from thoſe repairs, cables, maſts, &c. as ſuppoſing her repairs, new cables, maſts, &c. to make her one third better than before ſhe received the damage.

When a general average happens, ſhip, freight, and cargo muſt

muſt pay for it, according to their value: but the captain has a juſt right to deduct victuals and wages from the amount of the freight, to the time the ſhip meets with her misfortune; and then what remains muſt contribute towards the average.

If a ſhip is riding at anchor any where, and her cables part, the underwriters are not liable to pay for it; but, if a ſhip is upon the lee-ſhore, and the captain finds it impoſſible to ſave her, without bringing her up, and then, after ſhe is brought up, the cables part (as ſhe was brought up to ſave both ſhip and cargo) the charge of new cables, &c. (after one third is deducted) muſt be brought into a general average.

If a ſhip, valued at three thouſand pounds, have the misfortune to loſe her main-maſt, by ſtreſs of weather, and the charges of re-inſtating the maſt, come to eighty-five pounds, after one third is deducted, the underwriters are not liable to pay for it, it not making more than an average of two pounds, ſixteen ſhillings, and eight-pence, per cent. Had the charges of repairing the damages ſuſtained, been ninety-five pounds, it would then have made an average of upwards of three per cent. and then the underwriters muſt pay the charges of re-inſtating the maſt. Had the maſt been cut for the preſervation of the ſhip, and coſt eighty-five pounds re-inſtating, the inſurers muſt then have paid it, being a general average, of two pounds, ſixteen ſhillings, and eight-pence, per cent.

Whatever the maſter of a ſhip deliberately reſolves to do, with the advice of the ſhip's company, for the preſervation of the whole, in cutting away maſts or cables, or throwing goods overboard, to lighten his veſſel, the damages, ſo ſuſtained, are always brought into a general average; and ſhip, freight, and cargo, muſt all bear a proportionable part of what was ſacrificed to the common benefit, and it muſt be made good by the inſurers, in proportion to what they have underwritten.

If a loaden ſhip is obliged to take out part of the cargo, before ſhe can paſs ſome flats, or ſhoals, which obſtruct her paſſage to her port of delivery, and the craft, which the goods are put in, gets ſafe to ſhore, and the ſhip is loſt; the owners of thoſe goods, ſo preſerved, ſhall take full poſſeſſion of them, and they are no way liable to contribute towards the loſs of the ſhip and other goods. This is founded upon equity; the lightning of the ſhip was for the good of the whole; whereas the craft being ſaved, and the ſhip loſt, was owing to an accident,

accident, and no way proceeding from a regard to the whole, but is a caſe ſimilar to ſaving goods neareſt hand, when a ſhip is run on ſhore.

Suppoſe a ſhip, run upon a ſand, throws over-board all her heavy ſtores, and part of her cargo, by which means ſhe gets off, but proves ſo leaky, that ſhe is obliged to go into the next harbour, and, upon examination, is found to be in ſuch a bad condition, as not to be repairable: in this caſe, notwithſtanding her loſs proceeds from her having been on ſhore, the remainder of the cargo, which eſcaped, muſt contribute to the loſs of what was thrown over-board. But what damage the ſhip ſuſtained by being aground, or the damage any particular goods ſuſtained, muſt be borne by the ſhip-owners, and by the owners of thoſe goods, without any claim to the cargo ſaved; their redreſs being only from the inſurers.

When a ſhip has been neceſſiated to throw part of her goods over-board, or by damages ſuffered ſoon after ſailing, is obliged to return from whence ſhe came, the charges of her repairs, and the re-placing of the goods thrown over-board, muſt be brought into a general average. Alſo, when ſhips, in time of war, are detained in foreign ports, and expoſed to greater expences, in procuring their releaſe, a contribution muſt be made for the payment of thoſe charges, by making a general average.

If a ſhip be totally loſt, the ſeamen are not entitled to their wages: but if ſhe makes a freight outward bound, and has the misfortune to be loſt coming home, the ſeamen are entitled to their wages, during the time they attended her, till ſhe had diſcharged her cargo, provided their wages did not exceed the value of the freight.

When a ſhip is wrecked, and part of her hull and ſtores are ſaved, the captain has a right to diſpoſe of them upon the ſpot to the beſt advantage, provided he received no contradictory orders from the inſurers. Out of what the wreck produces, the ſeamen's wages are the firſt thing uſually paid.

Whenever a loſs happens, or any damage is done to ſhip or cargo, a proteſt ſhould be made at the firſt place the ſhip arrives at, by the maſter and ſome of the ſeamen, before a juſtice of peace, a conſul, or a public notary, ſetting forth, whatever bad weather they met with, and other accidents that befel them; alſo, what precautions they took to defend themſelves

and

and the ſhip and cargo from the ill conſequence they expected from theſe accidents. This proteſt ſhould be taken great care of, and ſent to the owner, that inſurance may be recovered. Sundry other documents are neceſſary to recover a loſs or an average; ſuch as, eſtimation of the damage, arbitrator's determination, account of charges attending an average, account of the ſails and other ſtores ſaved, invoice of goods ſhipped, &c. all of which papers ſhould be ſworn to before proper perſons appointed for that purpoſe.

When two ſhips accidentally run foul of each other, they muſt equally bear the damage which ariſes, but, in caſe the damage done to one of them, ſhould exceed the value of the other, no claim can extend further than the produce of the whole; ſo that the owners, by giving up what was theirs, are exempted from any further demands.

On Saturday, July 14th. 1787, *a very intereſting and important Cauſe was Tried before Mr Juſtice Buller, and a ſpecial Jury of Merchants in the Court of King's-bench, at Guild-hall; the Determination of which is worthy the Attention of all who Navigate the Engliſh Channel.*

THE plaintiff complained that his ſhip, the Judy Randolph, had been run againſt and damaged by the ſhip Peterſfield, belonging to the defendant; the Petersfield indeed (being the ſmalleſt veſſel) went to the bottom, but nevertheleſs, the plaintiff's ſhip being damaged, by the negligence of the Petersfield's crew, he brought his action againſt her owners:—The cauſe laſted the whole day, but the rule adopted by court and jury, is all that it is our purpoſe to communicate.

Mr Erſkine, for the plaintiff, contended, that as the Judy Randolph was coming up the channel, with the wind north by weſt, which, after ſhe had paſſed Dungeneſs, kept her cloſe by the wind, with her larboard tacks on board, in order to reach the Downs; it was the duty of the Petersfield, who had the wind large, to paſs her to leeward, and not to diſpute the wind with her; it being a loſs to a ſhip, going to windward, to be obliged to bear away, but none to a veſſel going to leeward; and that, as the accident happened by the Petersfield, with the wind on the ſtarboard beam, ſtriking againſt the Judy Randolph, while ſhe was cloſe hauled on the larboard tack, and her

her ſails indeed ſhivering, ſhe was reſponſible, for not having put her helm up, and paſſed her to leeward. The witneſſes on the defendant's ſide, not being able in their evidence to deny this rule, Mr Juſtice Buller, with great force and judgment, ſtated the importance of preſerving it, compared it to the rules of the road, by which the ſecurity of carriages was preſerved; and deſired the jury to find the cuſtom, if they thought it ſupported by the evidence; which they did accordingly, and gave a verdict for the plaintiff.—It appeared, that the crew of the Petersfield had kept no look out.

An Account of the Particulars that are (or ought to be) admitted into general Average.

I. ALL damage that a ſhip ſuffers in her apparel and cargo, in defending her againſt an enemy, privateer or pirate.

II. Extraordinary pilotage, and charges which a ſhip ſhall be at, by having ſprung a leak, or being obliged to take ſhelter in a harbour, by having received ſome other damage.

III. The neceſſary expences for aſſiſtance to get clear, when a ſhip is a-ground; or the charges of lightning her on ſuch occaſions.

IV. Whatever a maſter may have agreed to pay, for the ranſom of his ſhip and cargo, to any privateer or pirate, when taken.

V. What may be expended in the care and extraordinary attendance by either officers or ſailors, in defence of the ſhip; and alſo, what reward may be promiſed to the widows and children of thoſe who may unfortunately loſe their lives in the engagement.

VI. The extraordinary gratuity which a maſter may have promiſed to his men, to animate them to a ſtout defence of the veſſel.

VII. All maſts, cables, and rigging, either ſplit, cut, or carried away; and all ſails and other appurtenances torn or ſpoiled in order to ſave the ſhip.

VIII. All that is thrown over-board, or damaged, for the ſhip's ſafety.

IX. The value of any goods or ſtores taken away, or plundered by privateers, with a promiſe to pay for them.

X. Charges occaſioned by an extraordinary quarantine, or other unavoidable accidents.

XI. The ſhip's boat, if cut away from its faſtenings and ſet a-drift.

XII. The charges which a maſter pays for bringing his ſhip to a place of ſafety, on being chaſed by an enemy; or if ſhe lies in a dangerous place, waiting for a fair wind or convoy.

XIII. Goods loſt by being put into any other veſſel or lighter, and there periſhing, when otherwiſe they muſt have been thrown over-board.

XIV. The charges of lawyers and procurators for reclaiming ſhip and cargo; travelling expences of perſons concerned in the ſolicitation; gratuities given on ſuch occaſions, proteſts, tavern expences at meetings about it, poſtage, commiſſions, and brokerage.

XV. Charges for the hire of anchors, cables, &c.

XVI. Lighterage for unloading and demurrage.

XVII. Horſe, cart, and waggon hire, when goods are carried over land.

XVIII. Gratuities to lords of manors, and proprietors of lands, for leave to dig a ſhip off that is driven on ſhore above high water-mark, and the charges in performing it.

XIX. Charges in laying-in freſh ballaſt; rewards promiſed to the ſailors, more than their wages, for extraordinary labour in the ſhip's preſervation.

XX. Intereſt, premium of inſurance, and commiſſion on monies diſburſed.

XXI. Maſter's loſs of time, and reaſonable demurrage for ſhip's detention. In ſhort, every item in which the SHIP-OWNER hath been ſufferer by the accident, upon due proof given.

A. B. a merchant in London, ſhipped a bale of woollen goods on board the Hannah, Captain S. bound to Venice. The bale, with inſurance and ſhipping charges, was worth two hundred pounds, and addreſſed to A. B's. factor.

On the captain's arrival, the factor found the bale to be conſiderably damaged by ſalt-water, occaſioned by a leak which happened to the ſhip at ſea, he therefore reſolved to ſell it by auction, for the benefit of the underwriters.

The

	£.	s.	d.
The bale ſold for — —	108	11	8
Broker's charges, proteſt, &c. 2£. 2s. 3d.			
Freight and primage 2 2 7			
Factorage —— 1 12 6			
	5	17	4
Neat proceeds	102	14	4

A. B. finding his factor remitted him only 102£. 14s. 4d. for neat proceeds of the bale, made his demands on the underwriters for the deficiency, 97£. 5s. 8d. and ſtates his loſs thus: If 200£. loſs, give 97£. 5s. 8d. What will 100£. loſs give?

	£	s.	d.	
Anſ.	48	12	10	*per cent.*

	£.	s.	d.
R. R. wrote 100£. upon the bale, and paid A. B.	48	12	10
P. T. wrote 100£. and paid him —	48	12	10
A. B. received from Venice —	102	14	4
Value of the bale	200	0	0

THE Sea Horſe, Captain Dix, loaden with hemp, flax, and iron, bound from Riga to London, ran on ſhore, coming through the Grounds at Elſineur: the captain hired a great number of men, and ſeveral lighters, to lighten the ſhip and get her afloat again; which was ſoon done; but he was obliged to pay one hundred and twenty pounds, for their aſſiſtance. This expence being incurred to ſave both ſhip and cargo, the average muſt conſequently be general. When the ſhip arrived at London, the captain immediately made a proteſt, and an average-bill; he then went to the merchants, to whom his goods were addreſſed, to have it ſigned, and to know the value of each man's property.

Average, accrueing to the Ship, Sea Horſe, from Riga to London, in 1772, *for aſſiſtance in getting off the Strand of Elſineur.*

	£.	s.	d.
TO ſundry charges, paid at the ſound, for lighters and aſſiſtants in getting the ſhip off	120	0	0
Proteſt and poſtages —— —	2	0	0
	122	0	0

				£.	s.	d.
Should the ſhip arrive at London ſhe will make 700£. freight	———			700	0	0
Wages for all the people three months and ten days	———	139£.	10s. 0d.	250	0	0
Victuals for ditto	———	110	10 0			
		Freight to contribute		450	0	0
Ship Sea Horſe valued at	—	—		4000	0	0
Freight valued at	—	—		450	0	0
F. J. for value of hemp, as per invoice				6000	0	0
D. N. for value of flax	—	—	—	1000	0	0
T. R. for value of iron	—	—		350	0	0
				11800	0	0

If 11800£. loſs give 122£. What will 100£. loſs give?

Anſ. 1£. 0s. $8\frac{8}{59}$d. *per cent.*

		£.	s.	d.
The ſhip muſt bear 4000£. at 1£. 0s. $8\frac{8}{59}$d. (which the inſurers return)	—	41	7	$1\frac{25}{59}$
Freight 450£. at 1£. 0s. $8\frac{8}{59}$d. per cent.	—	4	13	$0\frac{36}{59}$
F. J. pays the captain for 6000£. at the ſame rate		62	0	$8\frac{8}{59}$
D. N. pays the ſame for 1000£.	—	10	6	$9\frac{21}{59}$
T. R. pays the ſame for 350£.	—	3	12	$4\frac{28}{59}$
		122	0	0

THE Mary, Captain G. partly loaden with goods, ſailed in May, 1772, from London, bound to St. Peterſburgh.—She ſailed the 3d. of that month, and after an agreeable paſſage, arrived at Elſineur on the 10th. from whence ſhe ſailed the ſame day, with a fair wind for St. Peterſburgh: the next day, a heavy gale of wind roſe contrary, inſomuch that it obliged the captain to bear away to Elſineur again; but night coming on, the gale increaſing, and it being ſo dark, that it was unſafe to continue running in ſuch a dangerous place, thickly beſet with ſands and having a ſtrong current, the captain thought it beſt to bring the ſhip to an anchor, which he accordingly did, in fifteen fathoms water. Before the ſhip had been at anchor half an hour, ſhe began to drive: and as ſhe ſtill kept driving, with both anchors a-head, and the wind blowing ſtronger and ſtronger,

er, they found it impoſſible to purchaſe their anchors: then the captain and ſhip's company judged it ſafeſt to cut the cables, in order to ſave their own lives and the ſhip and cargo, and take their chance in running for the roads: Luckily, they got ſafe in; and, the weather abating, they brought up with a ſmall anchor.

The Mary then wanted cables, and anchors, before ſhe could proceed to St. Peterſburgh; the maſter therefore, went directly on ſhore, bought them, and paid the following ſums:

			£.	s.	d.
Proteſt — — — —			0	10	0
Two new cables and buoy ropes	89£. 10s 0d.				
One-third always deducted for new	29	16 8			
			59	13	4
Two anchors and two buoys — —			37	15	0
Charges in getting them on board, &c. —			2	1	8
			100	0	0

As the cables were cut away for the preſervation of ſhip and cargo, it muſt be a general average, and both muſt contribute to pay the damages ſuſtained. The captain made the following average bill, on his arrival at Peterſburgh, in order to recover the damages:

Average accrueing to the Ship Mary, for the loſs of her Anchors and Cables, in the Proſecution of her Voyage from London to St. Peterſburgh, 1772.

	£.	s.	d.
SHIP Mary valued at — —	800	0	0
Freight (after wages and victuals were deducted) valued at — — —	50	0	0
O. P's. value of goods — —	700	0	0
V. R's value of goods — —	225	0	0
T. T's. value of goods — — —	25	0	0
	1800	0	0

If 1800£. loſs 100£. What will 100£: loſs?

Anſ. 5£. 11s. $1\frac{1}{3}$d. *per cent.*

	£.	s.	d.
The ſhip muſt bear 800£. at 5£. 11s. $1\frac{1}{3}$d. per cent.	44	8	$10\frac{2}{3}$
The freight muſt bear 50£. at the ſame	2	15	$6\frac{2}{3}$

O. P. muſt

	£.	s.	d.
O. P. muſt pay the captain at St. Peterſburgh, for 700£. at the ſame — —	38	17	9⅓
V. R. muſt pay for 225£. at the ſame —	12	10	0
T. T. muſt pay for 25£. at the ſame —	1	7	9⅓
	100	0	0

Having received 52£. 15s. 6⅔d. at Peterſburgh, the captain ſends his proteſt, and average-bill, to his owners, to receive of the underwriters, their ſhares of the loſs upon the ſhip and freight.

CAPTAIN T. of the Sea Adventure, bound from London to Virginia, in ballaſt, was riding at anchor in the Downs, with a large fleet of ſhips, in a gale of wind. She had not been at anchor long, before ſhe began to drive; and the captain perceiving her to be in great danger of being on ſhore, or elſe foul of the other veſſels, judged it ſafeſt to cut his cables, as he muſt have been driven on ſhore, if he had not. After the gale was over, he went to Dover, bought new anchors and cables, and drew upon his owner, for the amount of them, as follows:

	£.	s.	d.
Two anchors and two buoys — —	34	18	0
Rope-maker's bill for new cables, &c. —	54	2	0
Proteſt — —	0	10	0
Charges in getting them on board —	2	15	0
	92	5	0

The captain then ſent the charges of reinſtating the cables, and anchors cut away, and of the proteſt, to his owner, that he might recover of the inſurers the damage ſuſtained.

State of the Sea Adventure's Average.

	£.	s.	d.
TWO anchors and buoys — —	34	18	0
Rope-maker's bill 54£. 2s. 0d.			
One-third always deducted for new 18	0	8	
	36	1	4
Proteſt — — — —	0	10	0
Charges in getting the anchors on board —	2	15	0
	74	4	4

Ship

Ship valued at 2000£.
If 2000£. loſs 74£. 4s. 4d. What will 100£. loſs?
Anſ. 3£. 14s. $2\frac{3}{5}$d. *per cent.*

Obſerve, if the ſhip had been riding in a gale of wind, and the cables had parted, that loſs would fall upon the owners; for the underwriters are not liable to pay for wear and tear.

This may ſerve as a ſimilar caſe for all ſhips in ballaſt, that have cut away their maſts, cables, &c. for preſervation.

A LOADED ſhip, meets with ſuch exceeding bad weather, that the maſter and mariners found it impoſſible to ſave her, without throwing part of her cargo overboard, which they are authoriſed to do for preſervation. Being thus neceſſiated, they threw ſuch goods overboard as lay neareſt at hand, and lightened the ſhip of ten caſks of hard-ware and thirty hogſheads of ſugar, which they judged ſufficient to keep her from ſinking. Soon after that, the ſhip arrived at her deſtined place, and then an average-bill was immediately made, in order to adjuſt the loſs, and to pay the proprietors of thoſe goods, which were thrown overboard for the good of the whole.

Average accrued to the Ship for Goods thrown overboard, for preſervation of the Ship, Freight, and Cargo.

	£.	s.	d.
SHIP valued at — —	2000	0	0
Freight (wages and victuals deducted)	200	0	0
J. R's value of goods — —	6000	0	0
J. P's value of goods — — —	300	0	0
R. F's. value of goods — — —	1500	0	0
A. W. for thirty hogſheads of ſugar —	800	0	0
L. L. for ten caſks of hardware —	1200	0	0
	12000	0	0

	£.	s.	d.
A. W's. goods thrown overboard were valued at	800	0	0
L. L's. ditto — — — —	1200	0	0
	2000	0	0

If 12000£. loſs 2000£. What will 100£. loſs?
Anſ. 16£. 13s. 4d. *per cent.*

The

	£.	s.	d.
The ſhip muſt pay to A. W. and L. L. for 2000£. at 16£. 13s. 4d. per cent. — —	333	6	8
The freight 200£. at the ſame — —	33	6	8
J. R. for 6000£. at the ſame — —	1000	0	0
J. P. for 300£. at the ſame — —	50	0	0
R. F. for 1500£. at the ſame — —	250	0	0
	1666	13	4

A. W. and L. L. receive of the owners of the goods ſaved, and of the ſhip's owners or captain, 1666£. 13s. 4d. for their value of the goods thrown overboard; which they divide thus:

If 2000£. receive 1666£. 13s. 4d. What will 800£. receive?

	£.	s.	d.
Anſ.	666	13	4
Inſurers pay for 800£. at 16£. 13s. 4d. per cent.	133	6	8
Value of A. W's. property ——	800	0	0

A. W. receives of the underwriters 16£. 13s. 4d. per cent. for the ſum that he inſured, and of the owners of what was ſaved, 666£. 13s. 4d. which are equal to the loſs he ſuſtained by his property being thrown overboard.

	£.	s.	d.
L. L. receives of the owners of the ſhip and goods preſerved — — —	1000	0	0
And of the inſurers, 1200£. which he had inſured	200	0	0
Value of L. L's. property ——	1200	0	0

It is uſual for the owners of the goods preſerved, and alſo for the owner of the ſhip, to pay their average to the ſufferers, on receipt of their goods, and on delivery of the ſhip; their redreſs being upon the inſurers, who muſt return the ſame.

SUPPOSE a ſhip wrecked upon the coaſt of Holland, and a part of her hull and ſtores ſaved, which the captain diſpoſed of upon the ſpot, for —— 175£. 0s. 0d.

CHARGES.

	£.	s.	d.
Paid his own and his ſeamen's wages	52	11	0
Proteſt, and other documents	1	7	0
Brokerage — —	2	0	0

Salvage

	£.	s.	d.	£.	s.	d.
Salvage expences, in ſaving ſtores	37	1	0			
Seamen's board, during the time they aſſiſted in ſaving the ſtores	5	0	0			
				97	17	0
Remitted to the owner —		—		77	3	0
	£.	s.	d.			
Ship valued at — —	1000	0	0			
Saved — — —	77	3	0			
				922	17	0

If 1000£. loſs 922£. 17s. What will 100£. loſs?

Anſ. 92£. 5s. $8\frac{2}{5}$d. *per cent.*

THE Mary, Captain Thompſon, at Leghorn, bound to London, ſailed with a fair wind, which continued for ſome days, when ſhe was boarded by pirates, who forcibly took away ſix large guns, two cables, two anchors, much cabin furniture, and one compaſs, leaving the ſhip without other damage. A violent ſtorm afterwards aroſe, which diſabled the ſhip ſo much, that the men, who laboured hard at the pumps, could hardly keep her from ſinking. This continued ſo long, that the men, wearied out, gave themſelves up for loſt, and diſcontinued their labour. The captain ſupplied them with wine, and to annimate them, promiſed a gratuity of twenty guineas to each man, if they brought the ſhip ſafe into port. This gave the men ſuch ſpirits, that, though they loſt all their maſts, they brought the ſhip ſafe to London, under jurymaſts, &c.

Here is a general, and particular average. The gratuity given to the ſeamen, was to preſerve both ſhip and cargo, and muſt conſequently make a general average. What the pirates ſtole, and other damages done to the ſhip, muſt make a particular average.

Gardiner againſt Croſdale, 1760.

THE inſured may recover an average, or partial loſs upon a declaration for a total loſs.

Hamelton againſt Mendes, 1761.

WHETHER the inſured ought to recover for a total loſs, when at the time of bringing his action, he had only ſuſtained an average loſs?

The plaintiff, upon a policy, can only recover an indemnity, according to the nature of his caſe, at the time of the action brought, or (at moſt) at the time of his offer to abandon.

Where the event has fixed the loſs to be an average loſs only (before the action brought, and before the offer to abandon, and before the plaintiff [the owner] had notice of any accident, and conſequently before he could make any election) he can recover for an average loſs only.

Change of property, by a capture, does not happen before condemnation.

It does not neceſſarily follow, that becauſe there is a re-capture, therefore the loſs ceaſes to be total. Nor ought the inſured to recover (upon a contract of indemnity) as for a total loſs, when the final event has decided that the indemnification is, in truth, but an average loſs, at moſt.

An over-valuation, or a deſire to turn the fall of the market upon the inſurer, who has nothing to do with it, are reaſons againſt permitting the inſured to abandon.

The inſurer ought not to pay leſs than the value of the loſs, nor the inſured to receive more.

The inſured is not obliged to abandon in any caſe. Where he has no election, no right to ſue for a total loſs can be veſted in him, till he has made that election.

Theſe rules were principally drawn from the opinion of Lord Mansfield on this caſe.

On a Policy of Aſſurance, the Plaintiff may recover an Average loſs, on a declaration for a total loſs.

ON this caſe (Nickelſon againſt Croft, 1760) Lord Manſfield ſaid, Yet I would not tie the plaintiff down to declare only for a total loſs, but leave him at liberty to declare both ways. And the latter method, is often of ſervice to a defendant, by pointing out the particular average that the plaintiff goes for. But it is unneceſſary to declare double, with reſpect to the ſigning of the policy; that is to ſay, once upon a policy, as ſigned by the defendant himſelf, and again as upon a policy ſigned by his agent, for him. One alone of theſe two methods is ſufficient; and the better way is to declare according to the truth.

Wilſon againſt Smith.

IN a policy of inſurance, where it is ſaid, *free from average* (as to corn and fiſh) *unleſs general, or the ſhip be ſtranded:* theſe

theſe words are not a condition, but an exception. The inſurer is liable to all loſſes ariſing from the ſhip's being ſtranded, and in all caſes where there is a general average; but all other partial loſſes are excluded.

An Affidavit that a Ship is caſt away.

A. B. of mariner, lately hired in the good ſhip in a voyage to maketh oath, That on laſt paſt near the Cape of the ſaid ſhip proceeding on her ſaid voyage, was caſt away in a ſtorm; whereby the ſaid ſhip, the cargo, and all the goods on board periſhed, and were entirely loſt; and that only the maſter and of the men were ſaved, the reſt of the ſhip's crew were drowned. *And this deponent* farther depoſes, That neither he, this deponent, nor any other, for his uſe, hath received, or doth expect to receive, any benefit of or by the goods ſo loſt, or any part thereof, by any ways or means whatſoever.

Of ARBITRATION.

IT is an ordinary and laudable practice among merchants, that they do not, upon every ſmall difference that happens, go to law, but refer the matter in queſtion to the deciſion of two known men; or, in caſe theſe two cannot agree, they ſometimes chuſe a third, called an *Umpire*. The contending parties oblige themſelves to ſtand to their determination, by ſigning and delivering to each other mutual bonds. The final ſentence or deciſion muſt be delivered in writing; which, if given by the arbitrators, is called in England an *Award*, and in Scotland a *Decreet Arbitral*; and if given by the umpire, it gets the name of an *Umpirage*. The bond of arbitration, as uſed in England, is commonly of the following form:

KNOW all men by theſe preſents, that I, A. B. am held and firmly obliged to C. D. in pounds of good and lawful money of Great Britain, to be paid to the ſaid C. D. his attorney, executors, or adminiſtrators. To which very payment, well and faithfully to be made, I oblige myſelf, my heirs, executors, and adminiſtrators, firmly by theſe preſents, ſealed with my ſeal, dated at on the day

of in the year of the reign of our ſovereign Lord King George and in the year of our Lord God

The condition of this obligation is ſuch, That if the above bounden A. B. his heirs, executors, and adminiſtrators, for his and their parts and behalfs do in all things well and truly ſtand to, obey, abide by, perform, fulfil and keep the award, order, arbitriment, final end and determination of G. and F. arbitrators indifferently named, elected and choſen, as well on the part and behalf of the above bounden A. B. as of the above named C. D. to arbitrate, award, order, judge and determine, of and concerning all, and all manner of action and actions, cauſe and cauſes of action, ſuits, bills, bonds, ſpecialties, judgments, executions, extents, quarrels, controverſies, treſpaſſes, damages and demands whatſoever, at any time or times heretofore had, made, moved, brought, commenced, ſued, proſecuted, done, ſuffered, committed, or depending, by or between the ſaid parties, ſo as the ſaid award be made and given up in writing, under their hands and ſeals, ready to be delivered to the ſaid parties, on or before the next enſuing the date abovementioned:* but if the ſaid arbitrators do not make ſuch their award of and concerning the premiſes, by the time aforeſaid, that then, if the ſaid A. B. his heirs, executors, and adminiſtrators, for his and their part and behalf, do in all things well and truly ſtand to, obey, abide by, perform, fulfil, and keep the award, order, arbitriment, umpirage, final end and determination of R. M. umpire, indifferently choſen between the ſaid parties, of and concerning the premiſes, ſo as the ſaid umpire do make his award or umpirage, of and concerning the premiſes, and deliver the ſame in writing under his hand and ſeal to the ſaid parties, on or before the next enſuing the date aboveſaid, then this obligation to be void; or elſe to remain in full force and virtue.

A. B.

Signed, ſealed, and delivered, in the preſence of

C. H.

L. T.

* If there is no umpire, the latter part muſt be omitted; *viz.* from, *but if the ſaid arbitrators*, &c.

An Award.

TO all people to whom this preſent writing ſhall come, we G. and F. arbitrators indifferently choſen by A. B. and C. D.

C. D. having deliberately heard and underſtood the griefs, allegations, and proofs of both the ſaid parties, and willing as much as in us lieth to ſet the ſaid parties, at unity and good accord, do by theſe preſents, arbitrate, award, order, deem, decree and judge, That the ſaid A. B. his executors and aſſigns, ſhall well and truly pay, or cauſe to be paid, unto the ſaid C. D. his executors, adminiſtrators, or aſſigns, the full ſum of lawful money of Great Britain; on the day of and that upon payment thereof, the ſaid A. B. and C. D. ſhall ſeal, ſubſcribe, and as their ſeveral acts and deeds, deliver each to the other a general releaſe, in writing, of all matters, actions, ſuits, cauſes of action, bonds, bills, covenants, controverſies, and demands whatſoever, which either of them hath, may, might, or in anywiſe ought to have, of and againſt each the other of them, by reaſon aforeſaid, or means of any matter, cauſe or thing whatſoever, from the beginning of the world, to the day of laſt paſt, and in the year of the reign of our ſovereign Lord

In witneſs whereof, we have hereunto ſet our hands and ſeals, this day of in the year of our Lord God,

G.

F.

Signed, ſealed, and delivered, in the preſence of

S. R.

W. L.

ALL arbitrators, in differences, or diſputes in aſſurance matters, ought always to be choſen from among men of known abilities, and integrity; who dare act upon the line of equity, and fair dealing; without prejudice, or reſpect of perſons. In adjuſting averages, or partial loſs, theſe gentlemen would do well to remember, that underwriters are abſolutely in the place of owners, from the moment they ſign the policy, and become liable to their proportion of every item, in which the ſhip-owner hath been ſufferer by the accident; the uſual allowance of three per cent. for wear and tear; and one-third deduction of charges, for new ſtuff, or materials excepted. They would alſo do well to remember, that *inſureds* muſt make full proof of their intereſt; clear from all bottomries, and other incumbrances. They muſt bring teſtimony of their not being concerned in illicit trade, or having any contraband goods on board (the diſcovery of which, by revenue officers, might

might have made the ſhip liable to forfeiture) at the time of the accident; for, on evidence to the contrary, the underwriters muſt undoubtedly be exempted from bearing any part of the loſs or damage.

Of DISBURSEMENTS, *and other* ACCOUNTS.

THE method of book-keeping is the art of placing our accounts in ſuch an eaſy manner, that the whole, or any part of the money received and advanced, may, with the greateſt clearneſs, be attained in a very little time.

Whatever is paid into a ſhip's account, and whatever is remitted to the owners, the ſhip muſt be debtor for it.

Whatever is received on a ſhip's account, and whatever bills are drawn upon a ſhip's account, the ſhip muſt have credit for the ſame.

It is recommended to every captain to keep a ſmall memorandum book, to ſet down the money as he lays it out, both for himſelf and his ſhip; likewiſe the money which he receives, leſt at any time it ſlips his memory, and be forgot: then theſe accounts can eaſily be entered into a larger book at leiſure. By this method, he can eaſily tell whether any thing has been omitted or not, by adding up the money paid, and taking it from the money received; if what remains is equal to the caſh he had in hand, nothing has been forgotten; if they do not agree, then it is plain ſomething has been omitted.

Many loſſes have frequently fallen upon owners of ſhips, for want of proper care being taken by their captains ſigning bills of loading. When there is the leaſt reaſon to ſuſpect the quantity is not right, or that there is any damage in the goods, always write,

(If Hemp, Flax, Bars of Iron, &c.)

Quantity and condition unknown, and three bundles of hemp in diſpute; if on board to be delivered.——*Thomas Honeſty.*

(If Linens, Yarns, Bales, Hardware, &c.)

Inſide and contents unknown to——*Thomas Honeſty.*

(If Tar, Wines, Brandy, Turpentines &c.)

Contents and condition unknown; not to be accountable for leakage: and it is agreed, that freight ſhall be paid for the quantity ſhipped.——*Thomas Honeſty.*

A Letter of Credit.

LETTERS of credit are granted by merchants, or others, in favour of perſons travelling into foreign countries. They are commonly open or unſealed, and contain an order, from the writer or granter to his factor, or correſpondent, to furniſh ſuch a man, the bearer, with a certain ſum, at one or ſeveral times, and to place it to the account of him who grants the letter. It is ordinary, and neceſſary, for the granter of a letter of credit, to give his correſpondent a letter of advice by poſt, or otherwiſe, in which he deſcribes the perſon to be honoured with credit, from his ſtature, complexion, garb, or any mark on his body, or by ſome token, as he who can tell ſuch a ſtory, &c. The deſign of which is to prevent fraud; for the bearer of the letter may loſe it, or he may be robbed, and it taken from him, and ſo the finder or rogue may go and preſent it. Letters of credit may be of various forms, and yet valid. I ſhall only give one ſpecimen as follows:

Mr A. B.

SIR,

I HAVE your's of the 12th. inſtant, to which you ſhall have an anſwer per next poſt. The deſign of this is, to deſire you to furniſh and pay to the bearer hereof, Mr T. R to the value of four hundred crowns, at one or more times, as he ſhall have occaſion, and as he ſhall require the ſame of you; for which take his receipt, or bill of exchange on me: and this my letter of credit, with mine of advice by the poſt, will be your ſufficient warrant. I am,

Sir, your humble ſervant,

To Mr A. B. Merchant, in Hamburgh. C. D.

THE following accounts, examples, &c. are ſufficient for any voyage whatſoever, to render a captain's accounts, and tranſactions, both conciſe and pleaſant to himſelf, notwithſtanding they are limited to one voyage only: but if he goes to many other ports, before he returns home and ſettles his accounts, they are plain enough to give him a perfect idea how to ſettle them for other voyages, how long ſoever they may happen to be; having in this voyage, diſburſed and received money at London, Elſineur, St. Peterſburgh, &c.

Account

Account of Diſburſements for the Ship Good Intent, on a Voyage from London to St. Peterſburgh and back. Thomas Honeſty, Maſter.

1794.	Commenced April 2, 1794.	£.	s.	d.
April 1	To the ſeamen's ſtamped contract —	0	6	9
—— 3	To forty tons of ballaſt — —	2	6	0
	To men heaving in ditto —	0	14	0
	To greens and oat-meal —	0	2	0
	To two handſpikes — —	0	2	0
—— 4	To the ſail-maker's bill —	18	14	0
	To the ſmith's bill — —	3	19	4
	To mending a ſtove — —	0	3	8
	To the baker's bill — —	4	0	0
—— 5	To the butcher's bill — —	6	3	7
	To butter and ſugar for ſea ſtock	0	17	11
—— 6	To a dozen bottles of porter —	0	6	6
	To waterage and coffee-houſe expences	0	4	1
	To watermen going down the pool	0	5	3
	To freſh meat at Graveſend —	0	2	0
—— 7	To charges of clearing at ditto —	1	0	0
	At Yarmouth.			
—— 12	To greens — — —	0	2	0
	To bread — — —	0	1	8
	To two fowls — —	0	1	2
		39	11	11
	At Elſineur.			
April 24	To poſtage of a letter — —	0	1	0
	To 2 half-anchors of brandy for ſhip's uſe	2	10	0
	To three pounds of tea for ditto —	0	12	0
	To pilotage through the grounds	1	0	0
June 16	To port charges up and down —	4	0	0
	To freſh meat — —	0	10	0
	To butter, ſugar, &c. —	0	7	0
	To a ſhore boat — —	0	10	0
		9	10	0

	At St. Peterſburgh.	*Rubles*	*Cop.*
May 11	To drink money to the pilot —	1	0
—— 12	To eighty-four pounds of beef —	2	0
	To two large caſks of beer —	9	50
	To a ſpare top-maſt — —	5	50
—— 15	To four bolts of ſail-cloth —	21	20
—— 20	To port charges — —	28	0
	To harbour-maſter, &c. —	5	0
	To deals for dinnage — —	14	0
	To mats for ditto — —	5	0
	To commiſſion on freight, paid the merchant — —	20	0
	To cooking on ſhore — —	5	0

To

1794.		Rubles	Cop.
May 20	To expences — —	20	0
—— 28	To the butcher's bill — —	27	0
	To the baker's bill — —	20	0
	To poſtage of letters — —	2	0
	To pilotage out to ſea — —	3	0
		188	20

	At London.	£.	s.	d.
July 16	To watermen coming up the pool	0	7	6
	To entering a proteſt — —	0	5	0
	To reporting & light-money at cuſtom-h.	4	7	6
—— 17	To heaving up the chains —	0	5	0
	To mutton and beef — —	1	4	4
—— 29	To tranſporting ſhip — —	0	7	0
	To workmen unloading —	0	10	0
	To the hoſpital bills — —	0	18	0
	To chain dues — —	0	18	0
	To waterage and expences —	0	6	9
	To greens and oat-meal —	0	2	0
	To ſurveyor clearing ſhip —	0	7	6
		9	18	7

Seaman's Receipt.

Received of Captain Thomas Honeſty, maſter of the Good Intent, of London, fourteen pounds, which is in full for wages, and all other demands whatſoever, for ſervice on board the ſaid ſhip, or any other ſhip belonging to the ſame owners. Witneſs my hand, at London, this 1ſt. day of Auguſt, 1794. *Peter Smith.*

Witneſs, *Iſaac Conſequence.*

14£. 0s. 0d.

Bill drawn at the Sound.

£20 0 0 *Sterling.* *Elſineur, June* 12, 1794

Six weeks after date, pay to Mr John Lordly, or his order, twenty pounds ſterling, value received, for the uſe of the Good Intent, and place the ſame to account of *Thomas Honeſty.*

To J. Wealthy, Eſq. London.

Dr. *Peter Smith, Mate on board the*

1794.			£.	s.	d.
April 3	To cash paid you at London —		1	11	6
		Rubles.			
May 10	To cash at Peterſburgh	2			
—— 12	To Ditto —	1			
	To two pair of ſlippers	1			
—— 14	To two pieces of linen	4			
—— 18	To cash — —	3			
	Rubles 11 *a.* 4*s.*		2	4	•
June 17	To two half-anchors of brandy —		2	10	0
	To three pounds of tea —		1	0	0
July 17	To cash at London — —		0	2	0
	To one jacket — —		1	0	0
	To monthly pay to your wife —		2	0	0
—— 31	To balance paid in full —		3	12	6
			14	0	0

Thomas Wilkin, Cook, Dr.

May 7	To cash at Peterſburgh — —	3	14	2
June 17	To brandy at the Sound —	1	5	0
July 31	To balance paid in full —	5	0	10
		10	0	0

John Tar, Seaman, Dr.

June 17	To three pounds of tea at the Sound	0	7	6
July 22	To cash at London — —	0	10	0
—— 25	To balance paid in full —	7	7	6
		8	5	0

William Howel, Seaman, Dr.

July 25	To cash paid in full — —	8	5	0

1794.	*Abraham Vowel, Apprentice,* Dr.	£.	s.	d.
July 19	To cash at London — —	0	5	0
—— 31	To balance of four months wages at 5*s.* per month — —	0	15	0
		1	0	0

Richard Windy, Apprentice, Dr.

April 2	To jackets and a ſhirt —	0	9	10
June 17	To two pounds of tea at the Sound	0	5	2
July 3	To balance of your wages —	0	11	8
		1	6	8
	By four months wages, at 4£. per year, from April 1, to Auguſt 1 —	1	6	8

Good

Good Intent, Thomas Honesty. Cr.

1794.		£.	s.	d.
	Entered into pay the 1st. of April.			
	By your wages from the 1st. of April to the 1st. of August, four months, at 3£. 10s. per month — —	14	0	0
	Contra Creditor. By your wages from the 1st. of April to the 1st. of August, four months, at 50s. per month — —	10	0	0
	Contra Creditor. By wages from the 5th. of April to the 25th. of July, three months and twenty days, at 45s. per month —	8	5	0
	Contra Creditor. By wages from April 5th. to the 25th. of July, 3 months & 20 days, at 45s. per month	8	5	0

Good Intent's Portage-bill, on a Voyage to St. Petersburgh.

Time of entry	Men's names	Post on board	Time of discharge	Time on board	Wages per month	Whole wages
1794					£. s. d.	£. s. d.
April	T. Honesty	Master	Aug. 1	4 Months	6 0 0	24 0 0
do.	Peter Smith	Mate	do.	4 do.	3 10 0	14 0 0
do.	T. Wilkin	Cook	do.	4 do.	2 10 0	10 0 0
do.	John Tar	Seam	July 25	3 do. & 20 days	2 5 0	8 5 0
do.	W. Howel	do.	do.	3 do. & 20 days	2 5 0	8 5 0
do.	Ab. Vowel	Appr.	Aug. 1	4 Months	0 5 0	1 0 0
do.	Rich. Windy	do.	do.	4 do.	4 per year	1 6 8
						66 16 8

Dr. *Mr J. Wealthy Owner of the Good Intent.*

1794.		£.	s.	d.
April 12	To ſundry diſburſements, per account	39	11	11
	To do. at Elſineur — —	9	10	0
May 28	To do. at Peterſburgh, 188 rubles 20 copees, at 4s. per ruble — —	37	12	9
July 29	To diſburſements at London —	9	18	7
	To the amount of the portage-bill	66	16	8
	To a bill remitted from Peterſburgh, 650 rubles, exchange at 4s. —	130	0	0
		293	9	11

1794.	Dr. *Good Intent her Account cur.*			
April 2	To inſurance and other charges —	39	5	0
	To commiſſion on the freight, at two and a-half per cent. for being ſhip's huſband	9	12	6
April 11	To diſburſements at London, &c. —	39	11	11
	To do. at the Sound — —	9	10	0
May 28	To do. at Peterſburgh — —	37	12	9
July 29	To do. at London, homewards —	9	18	7
	To portage-bill — —	66	16	8
	To balance gained — —	144	16	7
		357	4	0
July 29	To J. Wealthy for my half gained	72	8	3
	To L. Worthy, Eſq. for his quarter gained	36	4	2
	To J. Jackſon, Eſq. for his eighth gained	18	2	1
	To Captain Honeſty, for his eighth gained	18	2	1
		144	16	7

Invoice of ſundry Goods ſhipped on board the Good Intent, Captain Honeſty, bound to St. Peterſburgh, conſigned to the ſaid Captain, and to be ſold for my Account and Riſque; viz.

	£.	s.	d.
Marked T. D. four barrels of rice coſt — —	15	8	0
T. D. one caſk, containing ten cheeſes —	2	0	0
One box T. D. { fifteen yards of fine broad cloth	12	0	0
{ twelve dozen of pen-knives —	3	12	0
	33	0	0

	£.	s.	d.		
Entering at the cuſtom-houſe —	0	5	0		
Wharfage and ſhipping — —	0	14	0		
Porterage and other charges — —	0	2	6		
Inſurance — — — —	0	13	6		
				1	15 0
				34	15 0

London, April 4, 1794 *John Wealthy.*

His Account current with Thomas Honeſty. Cr.

1794.		£.	s.	d.
April 4	By caſh received before I ſailed —	46	0	0
May 28	By freight received at St. Peterſburgh 600 rubles, at 4s. per ruble —	120	0	0
	By neat proceeds of your adventure, per account ſales, 250 rubles, at 4s. each	50	0	0
June 16	By freight to the Sound — —	1	4	0
	By my bill drawn upon you —	20	0	0
July 19	By caſh received of you — —	10	0	0
—— 22	By caſh do. — — —	27	15	6
	By monthly pay to T. Smith's wife	2	0	0
Aug. 1	By balance due to me — —	16	10	5
	Errors excepted.			
	London, Aug. 1. 1794. *T. Honeſty.*	293	9	11

1794.	*Contra Creditor.*			
May 28	By freight to St. Peterſburgh —	120	0	0
	By freight to the Sound —	1	4	0
July 31	By freight from Peterſburgh to London, *viz.*			
	100 tons of hemp, at 2£. per ton —	200	0	0
	2 tons 16 cwt. of flax at 2£. per ton	5	12	0
	800 deals, at 3£. per hundred —	24	0	0
	Two-thirds of the port charges —	6	8	0
		357	4	0
	By balance from the above gained —	144	16	7
	Errors excepted.			
	London, Auguſt 1. 1794. *John Wealthy.*			

Account of ſales of ſundry Goods per the Good Intent from London; ſold for Account and Riſque of J. Wealthy, Merchant at the ſaid place.

Sold to Sundries; viz. *Rubles*

R. Zant, four barrels of rice, for — — —		114
J. Buerly, ten cheeſes, at two rubles — — —		20
Ditto ſeven yards of cloth, at ſeven rubles per yard —		49
P. Miſer, eight yards of cloth at the ſame — —		56
X. Haſſel, twelve dozen pen-knives — — —		48
		287
CHARGES.	*Rub. Cop.*	
Cuſtom-houſe charges and duty —	14 15	
Lighterage and other charges — —	2 50	
Brokerage — — — —	6 0	
Commiſſion, at 5 per cent. — —	14 35	
		37
Errors excepted,		
St. Peterſburgh, May 27, 1794.	Neat proceeds	250
Thomas Honeſty.		

Manifeſt of the Goods taken on board the Good Intent, at London, bound to the Sound and St. Peterſburgh.

Day of the Month.	Marks and Numbers.	Quality.	What port.	What Freight.	Time delivered.
1794				Rubles.	1794
April 1	F. G. N. 3	1 caſk of hardware	St. Peterſburgh	10	May 15
	S. S. 1 to 7	7 hhds. of tobacco	Ditto	28	Ditto
	D. 27	1 bale	Ditto	30	Ditto
—— 3	P. Z. 1	1 caſk of porter	Ditto		
	Directed	1 trunk	Ditto		
—— 4	D. 1 to 100	100 hhds. of tobacco	Ditto	492	May 17 and 18
—— 5	W. 1 to 29	29 hhds. of ſugar	Ditto		
	T. D.	4 barrels of rice			
	T. D.	1 caſk of cheeſe	Ditto		May 13
	T. D.	1 box			
—— 6	S. E.	1 bale	Ditto	25	May 18
	C. 50 to 57	7 barrels of rice	Ditto	15	May 19
				600	
—— 6	K. 11	1 bale	Sound	6 Rix-dollars	April 24

Manifeſt

Manifeſt of Goods ſhipped on board the Good Intent, Thomas Honeſty, Maſter, from St. Peterſburgh to London.

[A Captain's report at the cuſtom-houſe in England, is a copy of ſuch manifeſts.]

123 bundles of rough hemp
10 bundles of codilla
7 packs } flax
12 bobbins }
800 of ordinary deals
} Walkington and Co.

C. qrs.
——— 17 ordinary deals
——— 100 mats
——— 3 pounds of tea
——— 2 dozen bottles of brandy
} ſhip's uſe.

London, July 16, 1794.

Thomas Honeſty.

Bill of Parcels for Freight.

London, July 19, 1794.

Meſſrs. Walkington and Co.

To the Owners of the ſhip Good Intent Dr. for freight of ſundry goods from St. Peterſburgh.

	£.	s.	d.
To 100 tons of hemp, at 2£. per ton —	200	0	0
To 2 tons 16 cwt. of flax, at 2£. per ton —	5	11	8
To 800 deals, at 3£. per hundred — —	24	0	0

PORT CHARGES.

	£.	s.	d.
Pilotage through the grounds —	1	0	0
Port charges at the Sound —	4	0	0
Shore boat . — — —	0	10	0
Watermen up the Pool — —	0	7	6
Reporting and light-money —	4	7	6
Clearing ſhip — —	0	7	6
	10	12	6
Two-thirds of which is	7	1	8
	236	13	4

Reſpecting

Reſpecting Veſſels arriving at, or going from the Port of London, from, or to Foreign Ports.

BY the acts of the 13th. and 14th. of Charles II. ſhips arriving at the port of London, from foreign parts, may not be above three days in coming from Graveſend to the place of diſcharge, without touching or ſtaying at any wharf, key, &c. adjoining to either ſhore, between Graveſend and Cherter's Key, unleſs hindered by contrary winds, or other juſt impediment to be allowed by the principal officers of the cuſtoms, but muſt come directly to their place of unloading under the forfeiture of one hundred pounds. And upon the arrival and before any other are unloaden, the maſter or purſer for the voyage, muſt, upon oath, make juſt and true entry of the burthen, contents, and loading of his ſhip, with the particular marks, numbers, qualities, and contents of every parcel of goods on board, to the beſt of his knowledge; alſo where loaden, of what country built, who was maſter during the voyage, and who are owners, and anſwer all other queſtions concerning the ſame, that ſhall be demanded by the cuſtomer, upon the forfeiture of one hundred pounds.

Ships bound for ports beyond the ſeas, may not take in any Britiſh goods (fiſh taken by Britiſh, excepted) until ſuch ſhips are entered by the maſters in the book of the cuſtomer, &c. outwards, with the burthens, the maſters name, the number of guns, and ammunition, and to what places bound; and before their departure out of the port, the maſters are to bring to the ſaid officers, the contents in writing under their hands, of the names of every exporter, with the marks and numbers of the goods, and are, upon oath, to anſwer publicly at the cuſtom-houſe, to ſuch queſtions as ſhall be demanded concerning the ſame, upon forfeiture of one hundred pounds.

MANIFEST ACT.

Abſtract of 26th. Geo. III. Chap. xl. *An Act for regulating the Production of Manifeſts, and for more effectually preventing fraudulent Practices in obtaining Bounties and Drawbacks, and in the clandeſtine re-landing of Goods.*

Sect. I. MANIFEST. IT is enacted, That, from the times herein-after-mentioned, no goods ſhall be imported into great Britain, from any port or place whatever, in parts beyond the ſeas, in any ſhip or veſſel belonging to his Majeſty's ſubjects, unleſs the maſter or other perſon having the command of every ſuch ſhip or veſſel, importing ſuch goods, ſhall have on board a manifeſt, or content, in writing, ſigned by ſuch maſter or other perſon, containing the names of the ſeveral ports or places where the goods in ſuch manifeſt or content, mentioned, ſhall have been reſpectively loaden, the name and built of ſuch ſhip or veſſel, and the true admeaſurement or tonnage, according to the regiſter, with the chriſtian and ſurname of the maſter, or other perſon having the command of ſuch ſhip or veſſel, and the port to which ſuch ſhip or veſſel belongs; and a true account of all the cargo, and of all packages of goods ſo loaden on board, with the ſeveral marks; and the particulars of the cargo which is ſtowed looſe; and of the following particulars in words at length; *i. e.* the ſeveral and reſpective numbers of the packages, with a particular deſcription thereof, whether leaguer, pipe, butt, puncheon, hogſhead, barrel, or other caſk or package, deſcribing ſuch other caſk or package by its uſual or ordinary name; or whether caſe, bale, pack, truſs, cheſt, box, bundle, or other package, or by ſuch other name or deſcription as the ſame is uſually called or known.

II. WINES.—No wine of any ſort ſhall be imported or brought into Great Britain, from any foreign place, not under the dominion of Great Britain, unleſs the maſter of the veſſel, in which ſuch wine ſhall be loaden, ſhall have on board a manifeſt in writing, made out and ſigned by ſuch maſter, on or before the clearing or departure of every ſuch veſſel, from every ſuch port where ſuch wine ſhall be loaden, containing the name of the ſeveral ports or places where the wine ſhall have been ſo reſpectively loaden or taken on board; the name and built

of the veſſel; the true tonnage thereof; with the chriſtian and ſurname of the maſter, and the port to which ſuch veſſel belongs; a true, juſt, and particular account of the whole quantity of wine, diſtinguiſhing the quantity of each particular ſort, and of the ſeveral and reſpective marks upon the different packages; and if known, the name of the perſons to whom the wine is conſigned; and alſo, in words at length, the ſeveral and reſpective numbers of the packages, with a particular deſcription thereof: Provided always that nothing in this act contained, ſhall extend to permit any goods, which are now by law required to be accompanied with certificates or other documents; which document or documents ſo required ſhall be accompanied with ſuch certificate or other document or manifeſt.

III. Before any veſſel ſhall be cleared out from any place under the Britiſh dominions in foreign parts, the maſter of the veſſel ſhall deliver the manifeſt before required to the collector of the cuſtoms; if none there, to the chief officer of the cuſtoms; if no chief officer, to the principal officer or magiſtrate, or ſome perſon by him ſpecially appointed; who is to cauſe a duplicate of the manifeſt to be made, and indorſe on the original his name, with the day it was produced, and then return the original to the maſter; the duplicate to be tranſmitted to Great Britain.

If any goods ſhall be imported, belonging in the whole or in part to Britiſh ſubjects, without a proper manifeſt, the maſter ſhall forfeit a ſum of money equal to double the value; together with the full duties payable for the ſame.

IV. Wines not to be admitted to an entry, by any veſſel not belonging to Great Britain, unleſs the maſter ſhall have verified the contents of the ſaid manifeſt, on oath, before his departure from the port where ſuch wine was ſhipped, before the Britiſh conſul or other chief Britiſh officer.

V. Maſters of veſſels belonging in the whole or in part to Britiſh ſubjects, bound to any place in Great Britain, on arrival within four leagues of the Britiſh coaſt, are to produce their manifeſt to the firſt officer who ſhall come on board, and give him a copy thereof; who is to certify on the back thereof, that the ſame was produced, and alſo the day and year when produced.

VI. ARRIVAL.—Every maſter of a veſſel, bound to any place in Great Britain, ſhall, on his arrival within four leagues

of

of ſuch coaſt, upon demand, produce his manifeſts, in writing, to ſuch officer as ſhall firſt come on board, and give him a copy thereof. The officer is to certify ſuch production on the back of the original manifeſt, and to tranſmit the copy to the proper officers, at the port conſigned.

The maſter, in like manner, ſhall produce to the officer of the cuſtoms, who ſhall firſt come on board, on her arrival within the limits of any port wherein the cargo, or any part thereof is intended to be diſcharged; alſo the original manifeſt, which was certified to be produced (on the back) by the officer who firſt came on board, on his arrival within four leagues of the Britiſh coaſts: Provided that the maſter is not required to give more than two manifeſts; *viz.* one to the firſt officer who ſhall come on board, within four leagues of the coaſt of Great Britain; and one other copy to ſuch officer who ſhall firſt come on board, within the limits of any port, and to none other.—If any manifeſt ſhall contain an account of goods not there to be landed, but conſigned to ſome other place, then the collector and comptroller ſhall certify on ſuch manifeſt, ſuch part of the cargo as ſhall there have been delivered, and ſhall then deliver back the original manifeſt to the maſter of the veſſel; and ſo in like manner as often as the caſe ſhall require, until the veſſel ſhall arrive at her laſt place of diſcharge.

Maſters not conforming to the above directions, to forfeit 100*l*. penalty.

VII. Maſters neglecting to produce ſuch manifeſts as aforeſaid, or to give a copy thereof to the proper officers, ſhall forfeit a ſum equal to double the value of the goods; together with the full duties payable thereon.—Officers neglecting or refuſing to certify on the back of the manifeſt, ſhall forfeit 100*l*.

VIII. If, after the arrival of any veſſel within four leagues of the coaſt of Great Britain, bulk ſhall be broken, or any part of the cargo ſhall be unloaden, without being authoriſed by the proper officer, the maſter and the mate, or ſecond in command, ſhall reſpectively forfeit 200*l*. unleſs in caſe of accident, or unavoidable neceſſity.

IX. If upon the arrival of any veſſel, there ſhall be goods not ſtowed in the hold, they are to be marked and ſealed by the firſt officer who ſhall come on board; which marks and ſeals are not to be defaced or broken.

X. If any marks or ſeals on ſuch goods ſhall be altered or defaced, with the privity of the maſter and mate, they are each to forfeit 200*l*.

Within twenty-four hours after the arrival of the veſſel, the maſter ſhall make entry, on oath, of the built, burthen, contents, and loading of ſuch veſſel, with the particular marks, numbers, and contents of every parcel of goods loaden on board ſuch veſſel, before the officer of the cuſtoms of that port, in manner directed and required 13th. and 14th. Charles II. chap. xi. on penalty of 100*l*. and the maſter is then to deliver his manifeſt as before directed; on the maſter's neglecting or refuſing, to forfeit 200*l*.

XI. That the maſter, or other perſon having command of any ſhip or veſſel, in which ſuch goods ſhall be ſo imported as aforeſaid into Great Britain, ſhall, within twenty-four hours after the arrival of ſuch ſhip or veſſel, at ſuch places as ſhall be fixed upon by the commiſſioners of the cuſtoms, or any four of them, in England, or the commiſſioners of the cuſtoms, or any three or more of them, in Scotland, make entry upon oath, of the built, burthen, contents, and loading of ſuch ſhip or veſſel, with the particular marks, numbers, and contents of every parcel of goods then loaden on board ſuch ſhip or veſſel, and perform every act and thing in relation thereto, before the collector, or other chief officer of the cuſtoms of the ſaid port, in the cuſtom-houſe at the ſame port, in the manner directed by an act, paſſed in the 13th. and 14th. of Charles II. entitled, an act for preventing frauds, and regulating abuſes in his Majeſty's cuſtoms, under the penalty of 100*l*. and the ſaid maſter or other perſon ſhall, at the time he ſo makes his report of his ſhip upon oath at the cuſtom-houſe, deliver to the collector, or other chief officer of the cuſtoms at the ſaid port, the manifeſt, or content in writing, to accompany their cargoes, and to be on board every ſhip or veſſel in which goods ſhall be ſo imported as aforeſaid, into Great Britain; and if the ſaid maſter, or other perſon having the charge of any ſuch ſhip or veſſel, ſhall neglect to deliver ſuch manifeſt or content in writing, as aforeſaid, to the ſaid collector or other chief officer of the cuſtoms, at the time he ſo makes his report of his ſhip, every ſuch maſter, or other perſon, ſhall forfeit 200*l*.

XII. PACKAGES.—If packages do not agree with the manifeſt, the maſter is to forfeit 200*l*.

XIII. GOODS.

XIII. GOODS.—If any goods taken on board any veſſel, in any foreign port, ſhall, after her arrival within four leagues of the coaſt of Great Britain, have any of the ſaid goods thrown over-board, ſtaved, or otherwiſe deſtroyed (except in caſe of unavoidable neceſſity) the maſter ſhall forfeit 200£.

XIV. IMPORTER.—Every importer of goods, within twenty days after the time appointed for the maſter to make his report, ſhall pay the full duties in ready-money; on failure thereof, it ſhall be lawful for the officers of the cuſtoms, to convey ſuch goods to his Majeſty's warehouſes; and if the duties are not paid in three calendar months, they ſhall be ſold agreeable to the 12th. of Queen Ann, chap. viii.

XV. BOND.—After Auguſt 1, 1786, no veſſel ſhall be ſuffered to be cleared out for foreign ports, until the maſter and mate ſhall give ſecurity, by bond, in the penalty of 200£. not to land any part of the cargo in this kingdom, unleſs through neceſſity.

XVI. BOUNTY.—No bounty or drawback ſhall be allowed on goods freſh packed, unleſs the ſpecies and quality of ſuch goods be verified on oath.

XVII. EXPORTATION.—The maſter of every veſſel who ſhall have ſhipped goods for exportation, ſhall, upon demand, deliver to every officer of the cuſtoms, either within the limits of Great Britain, or four leagues thereof, all and every cocket delivered to him by the officer of the cuſtoms, at the port where he ſhall have cleared out from, for their examination, under the penalty of 100£.—And if the goods on board do not correſpond therewith, they are required to ſeize the ſaid goods; and if any packages be wanting, the maſter ſhall forfeit 200£. for each package ſo wanting.

XVIII. ENTRY.—No entry or debenture ſhall paſs or be made out upon exportation to foreign parts, of any goods entitled to drawback or bounty, but in the name of the real owners, if reſident in Great Britain, and one or more of them ſhall verify on oath, that he or they are real owners.

XIX. No bounty or premium ſhall be paid upon goods exported to Ireland, Guernſey or Jerſey, until a certificate be produced under the hands and ſeals of the collector and comptroller, and ſurveyor of the cuſtoms, certifying that the goods have been duly landed there.

XX. LICENSE.—No goods entitled to drawback or premium

mium ſhall be put on board any veſſel for exportation, but ſuch as are licenſed by the cuſtoms for that purpoſe, who are to give full and clear information thereof in writing, to the maſter, to give notice, as required by this act, previous to his clearing out with bounty or drawback goods, and the commiſſioners of the cuſtoms are required to grant ſuch licenſes, to all, and every perſon, who are by law to put on board ſuch goods.

XXIII. OFFICERS.—That from the paſſing of this act, any officer of his Majeſty's revenue, properly authoriſed to examine any ſhip or veſſel, or the cargo on board thereof, ſhall, at all times, have free acceſs to the cabbin, and every other part or place in ſuch ſhip or veſſel; and in caſe any places within the cabbin, forecaſtle, ſteerage, or any other part of the ſhip, or any boxes, cheſts, or other thing contained therein, ſhall be locked, or in any manner faſtened, and the keys ſhall be withheld, or the places ſhall not be opened for ſuch officers, on their requiring the ſame of the maſter or other perſon having the command of ſuch ſhip or veſſel, ſuch officers, if they are of a degree ſuperior to tideſmen or watermen, ſhall, and are hereby authoriſed and impowered to open the ſame in the beſt manner they can, and are hereby indemnified in ſo doing; but if ſuch officers ſhall only be of the claſs of tideſmen or watermen, they ſhall ſend for their ſuperior officer, who is hereby in like manner authoriſed to open the ſame, and are hereby indemnified in ſo doing.

XXIV. INDIA Goods.—A recital of the 9th. of Geo. III. chap. xli. relative to India goods, &c. And that no goods, the growth or manufacture of any country beyond the Cape of Good Hope, ſhall be brought into London or Weſtminſter, &c. without a proper certificate, that the duties have been duly paid.

XXV. The proof of the place to which the goods were removing by the claimer.

XXVI. Provided that nothing in this act ſhall extend to ſuch goods as were lawfully brought in an open way of trade, or the property of private perſons, and have been uſed as domeſtic furniture.

XXVII. Commanders of his Majeſty's ſhips of war, &c. may ſeize any veſſel or goods ſubject to forfeiture.

Commencement of this act, not otherwiſe fixed, ſhall be; *viz.* From any part of Europe, Dec. 29, 1786.

From

From Africa or America, Sept. 29, 1787.
From Aſia, March 25, 1788.

XXIX. If any perſon ſhall make a falſe oath, he ſhall be guilty of perjury, and ſubject to its penalties.

XXX. Penalties and forfeitures how recovered.

XXXIII. Witneſſes to be examined upon oath, before the ſurveyor general of the cuſtoms.

SMUGGLING ACT.

Abſtract of an Act for preventing SMUGGLING *in this Kingdom, ſo far as it relates to Shipping.*

Sect. I. IF, after Auguſt 1, 1779, any foreign ſpirituous liquors be imported from any part of Europe, in any veſſel or caſk containing leſs than ſixty gallons (excepting only for the uſe of the ſeamen, not exceeding two gallons each) the ſame with ſhip and all her guns, furniture, ammunition, tackle and apparel, ſhall be forfeited.

II. If, after the ſaid Auguſt 1, 1779, tea, coffee, or foreign ſpirituous liquors, or goods liable to forfeiture, be found on board any ſhip coming from foreign parts, at anchor, or hovering within any port, or within two leagues thereof, or been diſcovered to have been in any port contrary to act of parliament, ſhip, if under two hundred tons burthen, with all her guns, &c. ſhall be forfeited.

III. Stat. 8. Geo. I. chap. xviii. and the ſeveral clauſes, penalties, forfeitures, and reſtrictions therein contained (not altered by this act) ſo far as the ſame relate to boats, wherries, pinnaces, barges or gallies, rowing or built to row, with more than four oars, within the counties and places, in the ſaid act mentioned, ſhall extend to all boats, &c. or other veſſels whatſoever, rowing or built to row, with more than ſix oars, which ſhall be found either upon the land or water, within any harbour, port, or place whatſoever, in any other part of Great Britain, or within two leagues of the coaſt thereof, ſubject nevertheleſs to the ſeveral exceptions relative thereto, in ſtatute 8th. Geo. I. ſect. iii.

IV. Not to extend to the commanders of his Majeſty's ſhips

or

or tranſport veſſels, with reſpect to foreign ſpirituous liquors put on board them, for allowance to the ſhips companies, or troops on board.

V. Nor to tow boats belonging to licenſed pilots within the ports and juriſdiction of Briſtol.

VI. Ships veſſels, and boats, forfeited by this act, may be ſeized by any officer of the cuſtoms or exciſe, and condemned as directed by 3 Geo. III. chap. xxii. and that when any forfeitable ſhip, &c. which after condemnation is liable to be deſtroyed, or uſed in his Majeſty's ſervice ſhall be ſeized, and not thought fit for his Majeſty's ſervice, the commiſſioners of cuſtoms or exciſe, after condemnation ſhall direct the hull to be broken up, and the materials to be ſold to the beſt advantage, and the produce thereof to be divided, as the tackle, furniture and apparel of ſhips, &c. burnt and deſtroyed: and no writ of delivery ſhall be granted out of the Exchequer for any ſhip, &c. ſo ſeized, and which may be burnt and deſtroyed, or uſed in his Majeſty's ſervice, and liable to be broken up, unleſs the officer ſeizing the ſame, ſhall delay proceeding to the trial and condemnation thereof for three terms: and then, not without good ſecurity given, in double the value of ſuch ſhip, &c. to return the ſame upon condemnation, to be broken up, or uſed in his Majeſty's ſervice.

VII. Where the officers of cuſtoms or exciſe ſhall diſcover and find on board ſhips coming from foreign parts, more than one hundred pounds weight of tea, not being in Eaſt India ſhips, or more than eight hundred gallons of foreign ſpirituous liquors, over and above two gallons for every ſeaman, in caſks under ſixty gallons, the maſter or other perſon having the charge of a veſſel, ſhall forfeit three hundred pounds; and any officer of the cuſtoms or exciſe, and all other perſons acting in their aid and aſſiſtance, may arreſt the ſaid maſter or other perſon, and carry him before any juſtice who ſhall oblige him to enter into recogniſance, in three hundred pounds, with condition to enter an appearance in the court of Exchequer in England or Scotland, within the firſt four days of the term next enſuing ſuch arreſt, to any information exhibited againſt him; and ſuch juſtice ſhall forthwith tranſmit recogniſance to the King's remembrancer; and if ſuch perſon ſhall refuſe, the juſtice ſhall commit him, until he enter into ſuch recogniſance.

VIII. Any

VIII. Any officer of the cuſtoms or exciſe and their aſſiſtants, ſhall arreſt all perſons found aiding or aſſiſting in unſhipping any tea, foreign ſpirits, or other merchandiſes (cuſtoms and other duties not being paid or ſecured) or prohibited to be imported, and ſhall forthwith carry them before a juſtice, who may commit them, until next quarter ſeſſions, to be tried; and if he ſhall be duly convicted, they may, in lieu of other puniſhments, commit him to hard labour in the houſe of correction for three years, and not leſs than one.

An Act for further ſecuring the Property of the Owners in ſuch Ships or Veſſels as are liable to forfeiture, for importing Spirits or other Goods, by the miſconduct of the Maſters, Mates, and Seamen.

Sect. I. THE preamble recites the 19th. Geo. III. chap. lxix. and then it is enacted, That if the maſter of any veſſel ſhall, after June 24, 1781, conceal, or ſuffer to be concealed, foreign ſpirits, tea or coffee, above two gallons of ſpirits for each ſeaman; above ſix pounds of tea, or nineteen pounds of coffee, or if the maſter, &c. of ſuch ſhip or veſſel ſhall clandeſtinely import, or ſuffer to be clandeſtinely imported therein, any ſuch foreign ſpirituous liquors, or any other uncuſtomed goods, whereby the owners become liable to forfeit the ſhip, he ſhall forfeit all his wages to the owners, with treble the value of the uncuſtomed goods on board.

II. If the mates or ſeamen ſhall conceal any of the ſaid goods (above the quantity allowed by law) they ſhall forfeit their wages, and alſo ten ſhillings for every gallon of foreign ſpirits, and ten ſhillings for every pound of tea or coffee.

III. And in time of war, they ſhall ſerve three years on board a man of war.

IV. A printed copy of this act is to be put up on ſome conſpicuous part of every Britiſh trading veſſel.

V. Mates or ſeamen who ſhall refuſe to pay the penalties, &c. may be committed for three months.

VI. Juſtices may mitigate penalties; but not under one-half.

VII. Proceedings not to be quaſhed for want of form, or removeable by *certiorari*, or other writ.

VIII. Commencement of actions is limited to ſix months;

the party ſued may plead the general iſſue; and on verdict againſt the plaintiff, recover treble coſts.

N.B. But by a diſcretionary power inveſted in the honourable commiſſioners, the ſtores before-mentioned are allowed duty-free only for the uſe of the crew during the delivery of the cargo; as ſoon as the goods are all out and the voyage thereby at an end, the ſtores that ſhall remain unconſumed, when the ſhip is cleared, are to be entered, and not more left than will exceed forty ſhillings in cuſtoms and exciſe by way of clearing ſtores.

If a ſhip arrives in ballaſt, ſhe is to be conſidered as fit for clearing, and to be allowed only the clearing ſtores as above-mentioned.

Where ſpirits are found on board, no wine is to be allowed as clearing ſtores. But where there are no ſpirits, then two dozen quarts of ordinary wine, for the uſe of the crew on board, in ſhort voyages from Holland, Germany, Flanders, France, &c.

26*th.* Geo. III. Chap. lxxxvi. *An Act to explain and amend an Act, made in the ſeventh Year of his late Majeſty's reign, intitled,* An Act to ſettle how far Owners of Ships ſhall be anſwerable for the Acts of their Maſters or Mariners; *and for giving a further relief to the owners of Ships.*

Sect. I. IT is enacted, That no perſon or perſons who is or are owner or owners of any ſhip or veſſel, ſhall be liable to anſwer or make good, to any one or more perſon or perſons, any loſs or damage by reaſon of any robbery, embezzlement, ſecreting or making away with, of any gold, ſilver, diamonds, jewels, precious ſtones, or other goods or merchandiſe, which, from and after September 1, 1786, ſhall be ſhipped or put on board any ſhip or veſſel, or for any act, damage or forfeiture, done or incurred, from the paſſing of this act, without the knowledge of ſuch owner or owners, further than the value of the ſhip or veſſel, with all her appurtenances, and the full amount of the freight due or to grow due for the voyage wherein ſuch robbery, embezzlement, ſecreting or making away with ſhall be made, although the maſter or mariners ſhall not be concerned in or privy to ſuch robbery, embezzlement, ſecreting or making away with.

II. That no owner of any ſhip or veſſel ſhall be liable to anſwer

anſwer or make good, to any one or more perſon or perſons, any loſs or damage which may happen to any goods or merchandiſe whatſoever, which from and after September 1, 1786, ſhall be ſhipped or put on board any ſuch ſhip or veſſel, by reaſon or means of any fire happening to or on board the ſaid ſhip or veſſel.

III. That no maſter, or owner of any ſhip or veſſel, ſhall be ſubject or liable to anſwer for, or make good, to any one or more perſon or perſons, any loſs or damage which may happen to any gold, ſilver, diamonds, watches, jewels, or precious ſtones, which, after the paſſing of this act, ſhall be ſhipped or put on board any ſuch ſhip or veſſel, by reaſon of any robbery, embezzlement, making away with, or ſecreting thereof, unleſs the owner or ſhipper thereof ſhall, at the time of ſhipping the ſame, inſert in his bill of loading, or declare in writing to the maſter or owner of ſuch ſhip or veſſel, the true nature, quality, and value of ſuch gold, ſilver, diamonds, &c.

IV. That if ſeveral freighters or proprietors of any ſuch gold, ſilver, diamonds, jewels, precious ſtones, or other goods or merchandiſe, ſhall ſuffer any loſs or damage by any of the means aforeſaid, in the ſame voyage, (fire only excepted) and the value of the ſhip or veſſel, and the amount of the freight due or to grow due, ſhall not be ſufficient to make full compenſation to all of them, then ſuch freighters or proprietors ſhall receive their ſatisfaction thereout in average, in proportion to their reſpective loſſes or damages; and in every ſuch caſe, it ſhall be lawful for ſuch freighters or proprietors, or any of them, on behalf of himſelf and all other ſuch freighters or proprietors, or for the owners of ſuch ſhip or veſſel, to exhibit a bill in any court of equity for a diſcovery of the total amount of ſuch loſſes or damages, and of the value of ſuch ſhip or veſſel, appurtenances, and freight, and for an equal diſtribution and payment amongſt ſuch freighters or proprietors, in proportion to their reſpective loſſes or damages, according to the rules of equity: Proviſo, that if any ſuch bill ſhall be exhibited on the behalf of the part owners of ſuch ſhip, the plaintiff or plaintiffs ſhall annex an affidavit to ſuch bill or bills, that he or they do not collude with any of the defendants thereto: And ſhall thereby offer to pay the value of ſuch ſhip or veſſel, appurtenances and freight, as ſuch court ſhall direct; and ſuch court ſhall take ſuch method for aſcertaining ſuch value,

and ſhall direct the payment in like manner as is now practiſed in caſes of bills of interpleader.

V. Proviſo, that nothing ſhall extend to diſcharge any remedy which any perſon or perſons now hath, or may hereafter have, againſt the maſter or mariners of ſuch ſhip or veſſel, in reſpect of any embezzlement, ſecreting, or making away with, any gold, ſilver, &c. ſhipped or loaden on board ſuch ſhip or veſſel, or on account of any fraud, abuſe, or malverſation of and in ſuch maſter and mariners reſpectively; but that it ſhall be lawful for every perſon or perſons ſo injured, to purſue ſuch remedy againſt the ſaid maſter and mariners, as they might have done before the making of this act.

VI. That this act ſhall be a public act.

A RULE for aſcertaining the Tonnage and Burthen of Ships and Veſſels, importing and exporting Brandy, Spirituous Liquors, and all other Goods whatſoever, as ſettled by the 13th. *of* Geo. III. *Chap.* lxxiv.

THE tonnage and burthen of any ſhip or veſſel, importing or exporting brandy, or other ſpirituous liquors; or any other goods whatſoever, into or from this kingdom, or hovering upon the coaſts thereof, and where the owner or proprietor, or any other perſon, ſhall be entitled to any bounty or allowance, according to the tonnage of any ſhip or veſſel, and in all other caſes whatſoever, where the tonnage of any ſhip or veſſel ſhall be neceſſary to be aſcertained and known, by any act or acts of parliament, made, or hereafter to be made, concerning the cuſtoms, exciſe, or ſalt duty, the rule for admeaſuring ſuch ſhips or veſſels ſhall be as follows; *i. e.*

The length ſhall be taken on a ſtraight line along the rabbet of the keel of the ſhip, from the back of the main ſtern-poſt to a perpendicular line from the fore part of the main-ſtem under the bowſprit; from which ſubtracting three-fifths of the breadth, the remainder ſhall be eſteemed the juſt length of the keel to find the tonnage: and the breadth ſhall be taken from the outſide of the outſide plank, in the broadeſt place in the ſhip, be it either above or below the main whales, excluſive of all manner of doubling planks that may be wrought upon the ſides of the ſhip; then, multiplying the length of the keel by the breadth ſo taken, and that product by half the breadth, and dividing

dividing the whole by ninety-four, the quotient will be deemed the true contents of the tonnage. According to which rule the tonnage of all ſuch ſhips and veſſels ſhall be meaſured and aſcertained, any thing in the ſaid recited act of the ſixth of King George the firſt, or any other act or acts of parliament to the contrary notwithſtanding.

For the admeaſurement of ſhips afloat, ſee Regiſter Act, page 14.

N.B. This rule is not to alter the meaſurement of coal veſſels.

Shipwrights generally make uſe of the following rule.—Multiply the length of the keel by the greateſt breadth, and that product by half the breadth; then divide the laſt product by ninety-four and the quotient will give the tonnage required for merchant ſhips; but for men of war, the laſt product muſt be divided by one hundred.

It is often neceſſary to find the tonnage of a ſhip when ſhe is a-float, and conſequently the length of her keel cannot be meaſured. In ſuch caſes ſhipwrights make uſe of the following rule.—From the extreme length, ſubtract three-fifths of the extreme breadth, the remainder is the length of the keel; then multiply the length of the keel by the extreme breadth, and that product by half the breadth; which laſt divide by ninety-four for merchant ſhips, and by one hundred for men of war; the quotient is the tonnage as before.

Of the Quantity of GUNPOWDER *allowed on board Ships in the River Thames.*

By the Corporation of Trinity-houſe, Notice is hereby given,

THAT, by an act paſſed in the twelfth year of his preſent Majeſty's reign, intitled, "An act to regulate the making, keeping, and carriage of gunpowder, within Great Britain;" it is enacted, For the better ſecurity of the great number of ſhips and veſſels lying in the River Thames, and of the dock-yards, wharfs, and buildings, on the ſides of the Thames above Blackwall, That no maſter or commander of any ſhip or other veſſel, lying in the Thames and outward bound, ſhall receive, or permit to be received, on board any ſuch ſhip or veſſel, more than twenty-five pounds of gunpowder (except for the King's ſervice) before the arrival of ſuch ſhip or veſſel at, over againſt, or below Blackwall; and that the maſter or commander

commander of every ſhip or veſſel, coming into the River Thames, ſhall (except in caſe of gunpowder for the King's ſervice) put on ſhore, in proper places, in conformity to the reſtrictions of this act, all the gunpowder on board ſuch ſhip or veſſel, above the quantity of twenty-five pounds, either before the arrival of ſuch ſhip at Blackwall, or within twenty-four hours (if the weather ſhall permit) after coming to an anchor there, or to the place of unloading there, and ſhall not afterwards have on board more than twenty-five pounds of gunpowder (except for the King's ſervice) on pain of forfeiting, for every offence, in any of the ſaid caſes, all the gunpowder found on board, above the weight of twenty-five pounds, and the barrels in which ſuch gunpowder ſhall be, and alſo, two ſhillings for every pound of gunpowder above the quantity of twenty-five pounds.

And for the better diſcovery of maſters or commanders of inward or outward bound ſhips, who ſhall have gunpowder in their ſhips or veſſels in the Thames, contrary to this act, the maſters, wardens, and aſſiſtants of the Trinity-houſe of Deptford Strand, in the county of Kent, are required, from time to time, to appoint one or more perſon or perſons a ſearcher or ſearchers for unlawful quantities of gunpowder in ſhips or other veſſels in the River Thames, &c.

The corporation have thought proper to publiſh this Notice, as a caution to all perſons having charge of ſhips or veſſels in the River Thames, to the end that they may govern themſelves accordingly.

Of BILLS *of* HEALTH *and* QUARANTINE.

THE dreadful ravages made by peſtilential diſorders in thoſe countries moſt ſubject to them, make every prince and ſtate fearful of receiving the infection, by the admiſſion of goods from ſuſpected places; and, to avoid it, they always inſiſt on ſhips bringing certificates from the magiſtracy of the port they laſt came from, declaring their country to be free from any contagious diſtemper: Theſe are termed bills of health, which are called *clean* ones, in oppoſition to *foul* ones, which are given to ſhips when they proceed from infected places, and theſe always obſtruct their admittance to trade,

till

till they have performed a quarantine of as many days as the guardians of health, where they arrive, may judge neceſſary, being commonly from ten to forty; on expiration of which, it is cuſtomary abroad for phyſicians to examine the ſhip's crew, and ſtrict ſearch is made on board, by perſons appointed, to ſee whether the number of ſailors correſponds with thoſe mentioned in the bills of health; and, if any difference appears, it will be difficult in any country, and impoſſible to ſome, to obtain admiſſion afterwards; therefore it behoves every captain to be very circumſpect in having the exact number of his company inſerted.

SHIPS or veſſels, arriving from the Streights or Levant Seas, that have touched at any of the following places, are to perform quarantine.

Conſtantinople.

The Archipelago iſlands, on the coaſt of Romania in Turkey, in Europe.

Smyrna, in Aſia minor.

Rhodes, Cyprus, } iſlands on the coaſt of Aſia minor.

Aleppo, in Syria.

The Morea, a peninſula on the coaſt of Greece.

Candia, Cephalonia, Zant, } iſlands on the coaſt of Greece.

Meſſina, in the iſland of Sicily.

Malta, on the coaſt of Barbary.

Lipra, an iſland on the coaſt of Italy.

Naples, Civitta Vecchia, Leghorn, Genoa, Venice, Trieſt, } on the coaſt of Italy.

Tripoly, Tunis, Algier, } on the coaſt of Barca, Tripoly and Barbary, in Africa.

Clauſe

Clauſe of an Act in the 29th. of Geo. II. *reſpecting Quarantine.*

AND whereas diſobedience, or refractory behaviour, of perſons under quarantine, may be attended with great danger and inconvenience, be it further enacted, by the authority aforeſaid, That all perſons liable to perform quarantine, whether in ſhips, lazarettos, or elſewhere, ſhall be ſubject, during the ſaid quarantine, to ſuch orders as they ſhall receive from the proper officers, authoriſed to ſee it duly performed: and the ſaid officers are hereby impowered and required to enforce all neceſſary obedience to their ſaid orders; and may, in caſe of neceſſity, call in others to their aſſiſtance; and all perſons, ſo called, are hereby required to aſſiſt accordingly.

The following Inſtructions are directed to be given to Maſters of Ships, liable to perform Quarantine.

IMMEDIATELY after you are at anchor within the limits of this place, you are to deliver up to me the original manifeſt of your cargo, to the beſt of your knowledge or belief, ſigned by yourſelf, and atteſted by the mate of your ſhip or veſſel; and, at the ſame time deliver the bills of health received by you, at the port or ports, you have been at in the courſe of your voyage, that the ſame may be tranſmitted to the honourable the commiſſioners of his Majeſty's cuſtoms, for their inſpection; and to deliver to me your log-book and journal, for my examination. You are not to permit any ſeaman, paſſenger, or other perſon to go away with any boat belonging to the ſhip under your command, farther than your mooring buoys, thereby preventing the leaſt communication with any other ſhip or veſſel that may be performing quarantine. You are not, on any pretence, to ſuffer ſails to be uſed in your boats, during the time you are under quarantine: and to prevent any perſon belonging to, or on board your ſaid ſhip or veſſel, breaking quarantine, you are every night, at ſunſet, to cauſe your boats to be hoiſted up along-ſide the ſhip, and there to continue till ſun-riſing the next day, without the ſafety of the ſhip or crew require them to be uſed. And you are to obey all orders that I ſhall ſee neceſſary to give you from time to time, as the nature of the ſervice ſhall occaſionally require.

That ignorance of the laws of quarantine, may not be pleaded by the ſeamen, paſſengers, or others under your command, you

you are to cauſe theſe inſtructions to be affixed in the moſt conſpicuous place in your veſſel.

Given under my hand, in Standgate Creek, this 20th. of July, 1794.

To prevent miſtakes, neglect not to ſend your letters vinegared and ſmoaked, and a note of what you want, by twelve o'clock each day.

To captain E. F. of the ſhip or veſſel called the Sarah, from Leghorn.

N. B. The above clauſe and directions are delivered to the maſters, by the quarantine maſter or officer.

Extract of an Act paſſed 28*th.* Geo. III. *Chap.* xxxiv. *Relating the Performance of Quarantine.*

IT is enacted, That, from and after the 5th. of July, 1788, in addition to the particulars which the principal officer of his Majeſty's cuſtoms, or ſuch perſon as ſhall be authoriſed to ſee quarantine duly performed, is authoriſed and required, by the ſaid recited act, to demand an account of from the commander, maſter, or other perſon having charge of any ſhip or veſſel, which ſhall attempt to enter into any port or place in Great Britain or Ireland, or the iſles of Guernſey, Jerſey, Alderney, Sark, or Man, and of which particulars ſo demanded, the ſaid commander, maſter, or other perſon having charge of ſuch ſhip or veſſel, is required by the ſaid recited act, to give a true account of, under the penalties by the ſaid act inflicted; the ſaid principal officer of his Majeſty's cuſtoms, or ſuch perſon as ſhall be authoriſed to ſee quarantine duly performed, ſhall, and is hereby required to demand of the ſaid commander, maſter, and other perſon having charge of ſuch ſhip or veſſel, a true account of the following particulars; viz. Whether his ſhip or veſſel touched at the iſle of Rhodes, the Morea, or any part of the coaſt of Africa within the Mediterranean or the Levant Seas, or the port of Magadore; or whether any of the ſhip's company, or any other perſon on board his ſhip or veſſel, had, during the voyage homewards, in any manner whatever, any communication with any ſhip or veſſel coming from any of thoſe places? What pilot or pilots, or other perſons from the ſhores of the kingdom of Great Britain, the iſlands of Scilly, Guernſey, Jerſey, Alderney, Sark, or Man, have been on board

his ſhip or veſſel, or had any communication with his ſhip's company in any manner whatever during the voyage homewards? And whether any of his ſhip's company had been ſick, and of what diſorder, in the courſe of the voyage, or were ſo at the time the particulars are demanded? And in caſe ſuch commander, maſter, or other perſon having charge of ſuch ſhip or veſſel, ſhall, upon ſuch demand as aforeſaid, give an untrue or falſe anſwer to any of the particulars required by this preſent act, ſuch commander, maſter, or other perſon, ſhall, for every ſuch offence, forfeit the ſum of two hundred pounds.

And be it further enacted, That every commander, maſter, or other perſon having the charge of any ſhip or veſſel liable to the performance of quarantine, ſhall and is hereby required, from and after the 1ſt. day of January, 1789, in caſe of meeting or falling in with any ſhip or veſſel at ſea, or within four leagues of the coaſt of Great Britain or Ireland, or the iſles of Guernſey, Jerſey, Alderney, Sark, or Man, to hoiſt a particular ſignal, to denote that his ſhip is liable to quarantine; ſuch ſignal for the day time, to be a large yellow flag at the main top maſt head; and, for the night time, to be a light at the ſame maſt head; on failure whereof, ſuch commander, maſter, or other perſon having charge of ſuch ſhip or veſſel, ſo liable to the performance of quarantine, ſhall forfeit, for every offence, the ſum of two hundred pounds.

26th. Geo. III. Chap. xli. *An Act for the further Support and Encouragement of the Fiſheries carried on in the Greenland Seas and Davis's Streights.*

Sect. I. RECITES that the bounties will expire on 25th. December, 1786, and it will be proper further to encourage the ſaid fiſheries, by granting other bounties, as the nature of the ſaid fiſheries appear to require: It is enacted, That, for five years, to be computed from 25th. December, 1786, the bounties herein-mentioned ſhall be paid, viz. every Britiſh ſhip, owned by Britiſh ſubjects uſually reſiding in Great Britain, or in the iſlands of Guernſey, Jerſey, or Man, which ſhall, proceed from any port of Great Britain, or of the iſlands aforeſaid, on the whale fiſhery to the Greenland Seas, Davis's Streights, or to the ſeas adjacent, and navigated with a maſter

ter, and three-fourths of the mariners, being Britiſh ſubjects, ſhall, before ſhe proceeds or be entitled to the benefits of this act, be viſited by the proper officers of the cuſtoms belonging to ſuch port, who ſhall examine ſuch ſhip and take an account of the tonnage by admeaſurement, and certify his examination, and admeaſurement, to the commiſſioners of the cuſtoms; and if it appears that ſhe hath on board ſuch a number of men, proviſions, boats, fiſhing-lines, and inſtruments to be uſed as herein-mentioned; that ſhe is ſtrongly built, and a proper ſhip for ſuch voyage and fiſhery, and hath among her crew, a ſufficient number of harpooners, ſteerſmen, and line-managers; and if, by the oath of one owner, and of the maſter or chief officer of ſuch ſhip, and made before the principal officers of the cuſtoms that it is their determined reſolution that ſuch ſhip ſhall, as ſoon as licenſe ſhall be granted, proceed on a voyage to the Greenland Seas, Davis's Streights, or the ſeas adjacent, and there, to uſe their endeavours to take whales, or other creatures, and on no other deſign or view of profit in ſuch voyage, and to import the whale fins, oil, and blubber into the kingdom of Great Britain, and if the maſter, after ſuch certificate and oath, do become bound, with two ſecurities, unto his Majeſty, in the penalty of ſuch ſum as ſhall be equal to treble the bounty granted by this act, then three or more of the commiſſioners of the cuſtoms in England and Scotland, on receiving ſuch certificates and oaths, and it being certified, that ſecurity hath been given, to grant to the maſter and owners licenſe to proceed on ſuch voyage.

II. That every ſhip of two hundred tons, have forty fiſhing-lines of one hundred and twenty fathoms each, forty harpoon irons, four boats, with ſeven men (including an harpooner, a ſteerſman, and a line-manager) to each boat, making in the whole twenty-eight men, beſides maſter and ſurgeon, with ſix months proviſions; and every ſhip of larger burthen, an increaſe of ſix men, one boat, ten ſuch lines, and ten harpoon-irons more, for every fifty tons above the ſaid two hundred tons, with proviſions in proportion; and every ſhip ſhall have on board apprentices indentured for three years at leaſt, who ſhall not exceed the age of eighteen years, nor be under fourteen years of age when they ſhall be ſo indentured, in the proportion of one apprentice for every thirty-five tons, and one freſh or green man for every fifty tons, which apprentices

and freſh or green men, ſhall be accounted in the number required to be on board ſuch ſhip, as aforeſaid.

N. B. By the 29th. Geo. III. chap. liii. Any maſter permitting an apprentice indentured purſuant to this act, to quit, or depart his ſervice, to forfeit fifty pounds, unleſs ſuch apprentice be diſcharg'd before a magiſtrate, or turned over to another maſter in the ſaid fiſhery: Nor ſhall any bounty or premium be paid by virtue of theſe acts, unleſs the names of the ſhips on boardof which apprentices are bound to ſerve, be inſerted in the indentures.

III. That on the return of ſuch ſhip to the port of Great Britain, the proper officers of the cuſtoms, at ſuch port ſhall repair on board and view ſuch ſhip and her loading, and certify the ſame, as alſo the real tonnage of, and take an account of the names of the maſter, mate, and other perſons on board, diſtinguiſhing the harpooners and perſons employed in the fiſhery, and certify the ſame; and the maſter and mate ſhall make oath before the principal officers of the cuſtoms, that they did proceed on a voyage directly to the places aforeſaid, and have not ſince been on any other voyage, or purſued any other deſign or view of profit; and that they did there uſe the utmoſt endeavours to take whales, &c. and that all the whale fins, oil, and blubber, imported in ſuch ſhip, were really caught in the ſaid ſeas, by the crew of ſuch ſhip only, or with the aſſiſtance of the crew of ſome Britiſh-built ſhip licenſed, purſuant to this act, which oath ſhall be indorſed on the licenſe, and the ſchedule, certificate, licenſe, and oath, ſhall be tranſmitted by the collector and comptroller of ſuch port, to the commiſſioners for that part of Great Britain where ſuch ſhips ſhall arrive; and ſuch commiſſioners, being ſatisfied of the maſter and other perſons employed in ſuch ſhips, with reſpect to ſuch voyage, ſhall on demand, cauſe payment to be made to the maſter or owners, a bounty of 30*s.* per ton.

IV. Proviſo, that no perſon ſhall be entitled to the bounty for any ſhip which ſhall proceed upon the ſaid fiſhery, from any part of Great Britain, or the iſlands of Guernſey, Jerſey, or Man, after 25th. December, 1786, unleſs ſuch ſhip ſhall ſail from the port where ſhe ſhall be ſurveyed and cleared, on or before 10th. April, in each year, and continue in the Greenland Seas, Davis's Streights, or the adjacent ſeas, endeavouring to catch whales, and not depart from thence before 10th. Auguſt

Auguſt, unleſs ſuch ſhip, if of the burthen of 300 tons, ſhall be loaden with 30 tons of oil, or blubber in proportion, the blubber to be rated with reſpect to the oil as three to two, and one ton and a half of whale fins; or if ſhe be of a greater or leſs burthen, with a quantity of oil or blubber, and whale fins, in like proportion to the tonnage for which ſuch ſhip ſhall be entitled to the bounty, being the produce of one whale or whales caught by the crew thereof, or ſhall be forced by unavoidable accident to depart ſooner thoſe ſeas; which accident ſhall be verified on the oaths of the maſter and mate belonging to ſuch ſhip, upon her return, before the principal of the cuſtoms, at the port where ſhe ſhall arrive, who ſhall tranſmit the ſame, together with the ſchedule, licenſe, and other documents by this act required, to the commiſſioners of the cuſtoms for that part of Great Britain where ſuch ſhip ſhall arrive.

V. That in caſe it ſhall happen, that any ſhip ſhall not ſail from the port where ſhe ſhall be ſurveyed and cleared, directly on her intended fiſhery, on or before the 10th. April, provided it be made appear to the commiſſioners of the cuſtoms in England and Scotland, that ſuch ſhip was qualified and fitted out, and ſurveyed, cleared, and ready for ſailing, before the ſaid 10th. of April, but was prevented by unvoidable impediment, but ſhall have ſailed on or before the 25th. April, it ſhall be lawful for the commiſſioners, to pay the bounty for ſuch ſhip, as if ſuch ſhip or veſſel had ſailed on or before the ſaid 10th. of April.

N. B. But by 29 Geo. III. chap. liii. the ſaid bounty is allowed, if it appear by the log book of ſuch ſhip, that ſhe had continued in the ſaid ſeas diligently endeavouring to take whales or other creatures living in thoſe ſeas, and did not depart from thence until the expiration of ſixteen weeks, from the time of her ſailing from the port where ſhe ſhall have been ſurveyed and cleared out, Provided ſuch ſhip ſhall not have touched at any other port during her voyage, and ſhall have complied with all the other conditions impoſed by 26 Geo. III. although not laden with the proportion of oil, blubber, and fin there required.

VII. VIII. IX. Ships under 150 tons not allowed the bounty, and ſhips above 300 tons not to be entitled to more bounty than ſhips of 300 tons, and are only required to be fitted out accordingly.

X. That no bounty ſhall be paid on account of any ſhip employed

employed in the fiſhery, unleſs a log-book ſhall have been kept on board in which the occurrences, reſpecting ſuch ſhip during the voyage, ſhall be inſerted every day, and particularly the times when ſuch ſhip ſhall have been in ſight of land, diſtinguiſhing what land, bearings, ſuppoſed diſtances and ſoundings; the time when, and latitude in which any whale ſhall have been caught by the crew, which log-book ſhall be delivered by the maſter, at the time of his making a report to the collector for his inſpection; and the maſter together with the mate, ſhall verify on oath the contents of ſuch log-book, before ſuch collector.

XI. That in caſe any ſuch ſhip ſhall fall in with any of his Majeſty's ſhips of war, the maſter having command ſhall produce to the captain of ſuch veſſel of war, the ſaid log-book, and ſuch captain ſhall make a memorandum in ſuch log-book, of the day on which it was produced, and ſubſcribe his name thereto, and make an entry in the log-book of the ſaid ſhip of war, of the name and deſcription of the ſhip on board of which the log-book ſo produced to and ſigned by him was kept; and in caſe ſuch ſhip on board of which a log-book is to be kept, ſhall put into any foreign port, where there is or ſhall be a Britiſh conſul, the maſter, ſhall produce ſuch log-book to ſuch Britiſh conſul, who ſhall make a memorandum therein, of the day on which it was ſo produced, and in like manner ſubſcribe the ſame.

XII. That every ſhip owned by ſubjects reſiding in Ireland, and fitted out from any port in that kingdom, which ſhall have complied with this act, to be verified by certificate, in ſuch manner, and under the like rules, as are required by any law in force before the paſſing this act, to entitle ſhips fitted out from Ireland, to the bounties then exiſting for the Greenland and whale fiſhery, ſhall from the 25th. of December, 1786, be entitled to the ſame bounties as the like ſhips fitted out from Great Britain.

XIII. Recites, that applications have been made to parliament for the bounty on ſhips employed in the fiſhery that have happend to be loſt before their return, and a doubt hath ariſen, whether the bounty may be inſured by the owner of ſuch ſhip; for obtaining ſuch doubt, it is enacted, That it ſhall be lawful for the owner of any ſhip employed in the fiſhery, to inſure the bounty which ſuch owner would be entitled to upon

on the return of ſuch ſhip to the port to which the maſter, and one or more of the owners of ſuch ſhip ſhall have declared, on oath, their intention to return; and on the performance of all other matters appointed by this act for obtaining the bounty.

XIV. That it ſhall be lawful for any perſon, for the time limited by this act, to import into Great Britain whale fins, oil, or blubber of whales, ſeal oil, or ſeal ſkins, or any other produce of ſeals, or other fiſh or creatures taken in the Greenland Seas, Davis's Streights, or in the ſeas adjacent, by Britiſh ſubjects, in Britiſh built ſhips owned and navigated as before required, in regard to the bounties granted by this act, without paying any duty, for the ſame.

XV. Proviſo, that nothing ſhall extend to give liberty of importing any of the articles duty-free, unleſs the maſter and mate of the ſhip importing the ſame ſhall firſt make oath before the principal officers of the cuſtoms, that all the whale fins, oil, or blubber of whales, ſeal oil, ſeal ſkins, or other produce of ſeals, &c. are the fins, oil, or blubber of whales, or the ſkins, oil, or other produce of ſeals, &c. taken in the Greenland Seas, Davis's Streights, or in the ſeas adjacent, by the crews of ſuch ſhips only, owned, and navigated as aforeſaid.

XVI. That if any perſon ſhall grant any falſe certificate, for any of the purpoſes directed by this act, ſuch perſon ſhall forfeit five hundred pounds; and if any perſon ſhall counterfeit, or alter, any certificate, &c. ſuch perſon ſhall forfeit five hundred pounds, and every ſuch certificate ſhall be of no effect.

XVI. Recites, that the Greenland fiſhery trade cannot be carried on without a certain number of men particularly qualified to carry on the fiſhery; it is, therefore, enacted, That no harpooner, line-manager, or boat-ſteerer, who ſhall belong to any ſhip in the Greenland fiſhery trade, and whoſe name ſhall be inſerted in a liſt, which is thereby required to be delivered, on oath, by the owner of ſuch ſhip to the collector of the cuſtoms at that port from which ſuch ſhip or veſſel is intended to proceed upon the fiſhery, ſhall be impreſſed from the ſervice; and that any ſuch harpooner, &c. may, during the time of the year that they are not employed in the fiſhery, ſail in the colliery trade, upon giving ſecurity, to the ſatisfaction of the commiſſioners, that he or they will proceed in the ſaid

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ſhip to the Greenland Seas, or Davis's Streights, on the whale fiſhery, next ſeaſon; and that every ſeaman who, after 1ſt. day of February, in any year during this act, ſhall be entered to ſerve on board any ſhip which ſhall be intended to proceed on the fiſhery in the following ſeaſon, whoſe name ſhall be inſerted in a liſt to be delivered as aforeſaid, and who ſhall have given ſecurity to the commiſſioners to proceed, and ſhall proceed accordingly, ſhall be exempt from being impreſſed from or out of the ſervice from 1ſt. day of February, till after the expiration of the next ſeaſon for the fiſhery and until the voyage home ſhall be ended, and no longer.

XVIII. That the Greenland Seas, Davis's Streights, and ſeas adjacent, ſhall be deemed and taken to extend to the latitude of 59 degrees, 30 minutes north, and no further.

XIX. That the commiſſioners of the cuſtoms for England and Scotland ſhall, at the beginning of every ſeſſion of parliament, lay before both houſes of parliament, an account of what number of ſhips have been employed in the whale fiſhery to Davis's Streights, and the Greenland Seas, with their names and burthens, from whence fitted out, and at what port in Great Britain diſcharged; and alſo what quantity of oil or blubber, or whale fins, each ſhip ſhall have imported.

XX. That one moiety of the penalties ſhall be to his Majeſty, and the other moiety to ſuch officer or officers of the cuſtoms, as ſhall proſecute for the ſame.

XXI. That if any action ſhall be commenced againſt any perſon for any thing done in purſuance of this act, the defendant may plead the general iſſue, and give this act, and the ſpecial matter, in evidence; and if it ſhall appear ſo to have been done, then the jury ſhall find for the defendant; and if the plaintiff be non-ſuited, or diſcontinue his action after the defendant ſhall have appeared, or if judgement be given upon any verdict or demurrer againſt the plaintiff, the defendant ſhall recover treble coſts.

Abſtract

Abſtract of an Act paſſed 33d. Geo. III. chap. 67. *entitled an Act for better preventing offences in obſtructing, deſtroying, or damaging, Ships or other veſſels, and in obſtructing ſeamen, keelmen, caſters, and ſhip-carpenters, from purſuing their lawful occupations, June 17th.* 1793.

Sect. I. WHEREAS many ſeamen, keelmen, caſters, and ſhip-carpenters, have of late aſſembled themſelves in great numbers, and committed many acts of violence; which if continued may occaſion great loſs to individuals, and injure the trade and navigation of this kingdom: For the better preventing ſuch violent and injurious practices, and more effectually puniſhing ſuch offenders, be it enacted, That any ſeamen, keelmen, caſters, ſhip-carpenters, or other perſons, riotouſly aſſembled together to the number of three or more, at any time after the 24th. June, 1793, who ſhall unlawfully prevent, or obſtruct the loading, unloading, ſailing, or navigating of any ſhip, keel or other veſſel, or unlawfully board any veſſel, ſhip, keel, &c. with intent to prevent, or obſtruct the loading, unloading, ſailing, or navigating of the ſame, every ſuch perſon being lawfully convicted of any ſuch offences, ſhall be committed either to the common gaol, there to continue without bail or mainprize, or to the houſe of correction, there to continue without bail or mainprize, and to be kept to hard labour for any term not exceeding twelve, nor leſs than ſix calendar months, in either caſe reſpectively.

II. That if any ſeamen, &c. or other perſons after the 24th. of June, 1793, ſhall unlawfully prevent or obſtruct any ſeaman, keelman, caſter, or ſhip-carpenter, from working at his lawful buſineſs, or ſhall wilfully and maliciouſly aſſault, or commit any bodily violence to or upon any ſeaman, &c. with intent to deter or obſtruct ſuch ſeaman, &c. from working at his lawful buſineſs, every ſuch ſeaman, &c. being lawfully convicted, ſhall be committed, either to the common gaol, there to remain without bail or mainprize, or to the houſe of correction, there to continue without bail or mainprize, for any term not exceeding twelve, nor leſs than ſix calendar months, in either caſe reſpectively.

III. That perſons offending, in any of the aforeſaid offences a ſecond time, being lawfully convicted, ſhall be deemed

guilty of felony and be tranſported beyond the ſeas for any term of years, not exceeding fourteen, nor leſs than ſeven.

V. That if any ſeaman, &c. or other perſon, wilfully burn, or ſet fire to any ſhip, keel, &c. and being lawfully convicted, ſuch ſhall be adjudged guilty of felony, and ſuffer death without benefit of clergy.

VI. That if any ſeaman, &c. or other perſon, deſtroy, or damage any ſhip, keel, &c. otherwiſe than by fire, being lawfully convicted, ſuch ſhall be deemed guilty of felony and be tranſported beyond the ſeas for any term not exceeding fourteen, nor leſs than ſeven years.

VII. That if any of the aforeſaid offences be committed on the high ſeas, the perſons offending may be tried in any ſeſſion, for trial of offences committed thereon.

VIII. IX. That proſecutions ſhall be commenced within a year, and, That this act ſhall continue in force until the 24th. of June in 1800, from thence till the next ſeſſions of Parliament, and no longer.

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34 Geo. III. chap. 68. *Abſtract of an Act for the further encouragement of Britiſh Mariners, and for the other purpoſes therein mentioned.*

AFTER the expiration of ſix months from the concluſion of the preſent war (to be notified in the gazette) no goods, wares, or merchandiſe whatever, ſhall be exported out of, or imported or brought into any part of Great Britain, Guernſey, Jerſey, Alderney, Sark, or Man, on board any veſſel which is or ſhall be regiſtered, or which by law is or ſhall be required to be regiſtered as a Britiſh ſhip, unleſs ſuch ſhip or veſſel ſhall be navigated by a maſter, and three-fourths at leaſt of the mariners Britiſh ſubjects; nor no ſhip is to be regiſtered, allowed to carry goods coaſtwiſe, ſail in ballaſt, or fiſh on the coaſt, without being wholly manned and navigated with Britiſh ſubjects; and goods imported, exported, or carried coaſtwiſe, contrary to this act, ſhall be forfeited with the veſſel, unleſs the mariners were taken on board thro' neceſſity, which is to be made appear by the certificate of the Britiſh conſul at the port where taken on board, or if no conſul, by two known Britiſh merchants there.

And after 1ſt. January, 1795, no transfer of property in any

any veſſel to be valid, unleſs made by bill of ſale, or inſtrument in writing, and all indorſements upon any alteration of property in veſſels in the port to which they belong, to be in the following form:

BE it remembered that *(I or we) names, reſidence, occupation of the perſons ſelling)* have this day ſold and transferred all *(my or our)* right, ſhare, or intereſt in and to the ſhip or veſſel *(name of the ſhip or veſſel)* mentioned in the within certificate of regiſtry, unto *(names, reſidence, and occupation of the purchaſers)* witneſs *(my or our hands)* this *(date in words at length.)*

Signed in the preſence of
Two witneſſes,

And copy to be delivered to the perſons granting regiſters to be entered on the oath and original certificate of regiſtry.

Maſters, though part owners, withholding regiſters, on a complaint and oath before a juſtice of the peace, by an owner, or owners, or a majority of the owners, he is to grant a warrant to bring him before him, and if it appear to him that the regiſter is wilfully detained by him, ſuch maſter ſhall be convicted and forfeit one hundred pounds, and on failure of payment be committed to gaol, for not leſs than ſix months, nor more than twelve months, and the magiſtrate is hereby required to certify the aforeſaid detainer, refuſal, and conviction, to the perſons who granted ſuch certificate of regiſtry, who ſhall on the terms and conditions of law being complied with, make regiſtry of ſuch ſhip *de novo*, and grant a certificate thereof conformable to law. Where property is transferred, veſſels not to be regiſtered *de novo*, until the bill or other inſtrument of ſale is produced, without the honourable commiſſioners of the cuſtoms order, and on the alteration of property in the port where the veſſel belongs, if deſired, the veſſel may be regiſtered *de novo*, in place of the uſual indorſement in the certificate.

Extract of an Act paſſed 28th. Geo. III. Chap. 34. Relating to the Admeaſurement of Boats.

I. AND be it enacted by the authority aforeſaid, That from and after the 1ſt. day of Auguſt, 1788, in caſe any open boat belonging in the whole or in part to any of his Majeſty's ſubjects, and being of the length of 23 feet and upwards, built and conſtructed for rowing or ſailing, or for rowing and ſailing, the length of which ſhall be greater than in the proportion of $3\frac{1}{2}$ feet to 1 foot in breadth, to be meaſured by a ſtraight line from the fore-part of the ſtem to the aft-ſide of the tranſum or ſtern poſt aloft, ſhall be found either upon the water, within any port of the kingdom of Great Britain, or member or creek thereof, or within four leagues of the coaſt of Great Britain, or in any place upon land in Great Britain, ſuch open boat ſhall be forfeited, and ſhall and may be ſeized by any officer or officers of the cuſtoms or exciſe; and in caſe any open boat, which ſhall be built for rowing or ſailing, or for rowing and ſailing, belonging in the whole or in part to any of his Majeſty's ſubjects, and being of the length of 18 feet, and under the length of 24 feet, from the fore part of the ſtem, to the aft-ſide of the tranſum or ſtern poſt aloft, and the depth of which ſhall be greater than in the proportion of 1 inch and $\frac{1}{4}$ of an inch to every foot in length, ſuch depth to be taken from the upper part of the plank next the keel, to the top of the upper ſtrake, whether ſuch upper ſtrake ſhall be fixed to the boat, or ſhall be uſed as looſe or ſhifting waſh ſtrakes, ſuch boat ſhall be forfeited, and ſhall and may be ſeized by any officer or officers of the cuſtoms or exciſe, together with the ſhip or veſſel to which ſuch boat ſhall belong.

II. And be it further enacted by the authority aforeſaid, That all open boats, belonging as aforeſaid, of 24 feet and upwards, the depth of which ſhall be greater than in the proportion of 1 inch to 1 foot in length, ſuch depth to be taken as herein-before-mentioned, ſhall and may be ſeized by any officer or officers of the cuſtoms or exciſe.

III. Provided always, That this act ſhall not extend or be conſtrued to extend, to forfeit any boat on account of her built, belonging to or employed in the ſervice of his Majeſty's navy, victualling, ordnance, cuſtoms, exciſe, or poſt-office, or which is uſed on any canal or inland navigation, nor to any boat whatever, the owner of which ſhall have a licenſe from the

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Lord High Admiral of Great Britain, or the commiſſioners of the Admiralty for the time being, if ſuch licenſe ſhall be actually on board ſuch boat at the time of her being detained or examined; nor boats which ſhall be conſtructed and built with timbers and plank not leſs than the following ſcantling: viz. An open boat from 20 to 25 feet in length, having plank $\frac{3}{4}$ of an inch thick, and timbers 1 inch and $\frac{1}{4}$ of an inch ſquare; from 25 to 30 feet in length, having plank one inch and $\frac{1}{8}$ of an inch thick, and timbers 2 inches ſquare; from 30 to 35 feet in length, having plank 1 inch and $\frac{3}{4}$ of an inch thick, and timbers 3 inches ſquare; from 35 to 40 feet in length, having plank 2 inches thick, and timbers 4 inches ſquare; from 40 to 50 feet in length, having plank 2 inches thick, and timbers 5 inches ſquare; from 50 feet and upwards in length, having plank 3 inches thick, and timbers 6 inches ſquare.

34 Geo. III. Chap. 50. *Amendment of the above Act.*

AND after 1ſt July, 1794, in caſe any open boat, which ſhall be built for rowing or for ſailing, or for rowing and ſailing, belonging in the whole or in part, to any of his Majeſty's ſubjects, and being of the length of fourteen feet and under the length of eighteen feet, to be meaſured by a ſtreight line from the fore part of the ſtem, to the aft ſide of the tranſum or ſtern poſt aloft, and the depth of which ſhall be greater than in the proportion of one inch and one quarter of an inch to every foot in length, ſuch depth to be taken from the upper part of the plank next the keel, to the top of the upper ſtrake, whether ſuch upper ſtrake ſhall be fixed to the boat, or ſhall be uſed as a looſe or ſhifting waſh ſtrake, ſhall be found either upon the water within any part of the kingdom, or within four leagues of the coaſt thereof, ſuch open boat ſhall be forfeited, unleſs ſuch boat ſhall have plank $\frac{3}{4}$ of an inch thick, and her timbers $1\frac{1}{2}$ inch ſquare, and not more than 9 inches diſtant from timber to timber; and if any ſuch boat ſhall be found on board, or ſhall belong to any cutter, lugger, ſhallop, wherry, ſmack or yawl, they ſhall alſo be forfeited: Provided, that nothing in this act ſhall be conſtrued to extend to ſubject to forfeiture, any boats called whale boats, belonging to any ſhips employed in the Greenland, Davis's Streights, or ſouthern fiſhery, and not uſed but in the ſaid fiſheries.

25 Geo.

25 Geo. III. Chap. 56. *Abſtract of an Act for more effectually preventing Deceits and Frauds in the Manufacturing of Cordage for Shipping, and to prevent the illicit Importation of Foreign made Cordage.*

THAT, from and after the 25th. day of July, 1785, no perſon or perſons whatſoever ſhall uſe or cauſe to be uſed in the manufacturing of cables, hawſers, or other ropes for ſhipping, any hemp, uſually known or diſtinguiſhed by the name or deſcription of ſhort chucking, half clean, whale line, or other toppings, codilla, damaged hemp bought at public or other ſales, or any hemp whatſoever, from which the ſtaple part thereof ſhall have been taken away by the manufacturer; and if any perſon or perſons ſhall, after the ſaid 25th. day of July, uſe or cauſe to be uſed in the manufacturing of any cable, hawſer, or other rope for the uſe of ſhipping, or ſhall knowingly vend or ſell any cable, hawſer, or other rope, for the uſe of ſhipping, in the manufacturing whereof there ſhall be uſed any hemp, uſually known or diſtinguiſhed by the reſpective names or deſcriptions as above deſcribed, he or they ſhall forfeit and loſe every ſuch cable, hawſer, or other rope, and alſo a ſum of money equal to treble the value thereof; and every perſon who ſhall knowingly vend or ſell ſuch cable, hawſer, or rope as aforeſaid, not being the manufacturer thereof, ſhall forfeit a ſum of money equal to treble the value thereof.

And for the better diſtinguiſhing the quality of cables, hawſers, and other ropes for the uſe of ſhipping, That from and after the ſaid 25th. day of July, whenever any cable, hawſer, or rope as aforeſaid, ſhall be manufactured in the whole or in part of any hemp, the uſe whereof is not prohibited by this act, and the ſtaple and quality whereof ſhall be inferior to clean Peterſburgh hemp, ſuch cable, hawſer, or rope as aforeſaid, ſhall be deemed and taken to be inferior cordage, and the manufacturer thereof ſhall diſtinguiſh ſuch cable, hawſer, or rope as aforeſaid; by running into the ſame, from end to end, of each cable, three tarred mark yarns, ſpun with turn, contrary to that of rope yarn, and alſo one like tarred yarn in every other rope, for the uſe of ſhipping; and by marking on writing on the tally thereof the word ſtaple or inferior, as the caſe ſhall be; and every manufacturer making default herein ſhall forfeit the ſum of ten ſhillings, for every hundred weight of ſuch cable, hawſer, or rope.

And

And it is further enacted, That from and after the ſaid 25th. day of July, whenever any new cable, hawſer, or other rope for the uſe of ſhipping, ſhall be vended or ſold by the manufacturer or manufacturers thereof, there ſhall be affixed thereon a tally, containing his or their name or names, ſigned by him or themſelves, or his or their attorney or attorneys, together with the name of the place where the ſame ſhall have been manufactured; and if any ſuch manufacturer or manufacturers, or any other perſon or perſons whatſoever, ſhall vend or ſell any ſuch cables, hawſers, or other rope, without having ſuch tally thereon as aforeſaid, he or they ſhall, for every ſuch offence, forfeit the ſum of ten ſhillings for every hundred weight thereof.

And further, That, if any rope-maker or rope-makers ſhall put, or wilfully or knowingly permit or ſuffer to be put, his or their name or names on the tally of any cable, hawſer, or other rope, for the uſe of ſhipping, not being his or their own proper manufacture; or if the vender or proprietor of any ſuch cable, hawſer, or other rope as aforeſaid, or any other perſon or perſons whatſoever, ſhall wilfully and knowingly put or mark, upon the tally to be affixed thereon, the name or names of any perſon or perſons, not being the manufacturer or manufacturers thereof, every perſon ſo offending ſhall forfeit, for every ſuch offence, the ſum of twenty pounds.

And it is further enacted, That if any perſon or perſons ſhall make, or cauſe to be made, any cables of any old or worn ſtuff, which ſhall contain above ſeven inches in compaſs, then every perſon ſo offending ſhall forfeit and loſe four times the value of every ſuch cable, ſo by him or her made, or cauſed to be made as aforeſaid.

All pecuniary penalties or forfeitures, by this act impoſed, which ſhall exceed the ſum of five pounds, ſhall and may be recovered by action, bill, plaint, or information in any of his Majeſty's courts of record at Weſtminſter, and all pecuniary penalties or forfeitures which ſhall not exceed the ſum of five pounds, ſhall be levied and recovered by diſtreſs and ſale of the goods and chattles of the offender or offenders, by warrant under the hand and ſeal of any juſtice of the peace for the county, city, or place wherein any ſuch offender or offenders ſhall reſide: which warrant every ſuch juſtice is hereby impowered to grant, upon the information or teſtimony of two or more credible

ble witneſſes upon oath; and the overplus (if any) of the money ariſing by ſuch diſtreſs and ſale, ſhall be rendered, upon demand, to the owner or owners of ſuch goods and chattles, after deducting thereout the charges and expences of ſuch diſtreſs and ſale, and in caſe ſufficient goods and chattles of ſuch offender or offenders cannot be found, and ſuch penalty or forfeiture ſhall not be forthwith paid, ſuch juſtice ſhall, and is hereby authoriſed to cauſe ſuch offender or offenders to be committed to the common goal or houſe of correction, there to remain for any time not exceeding three months, nor leſs than ſeven days, or until ſuch penalties and forfeitures, and all coſts and charges attending the ſame be paid, &c.

Veſſels belonging to Britiſh ſubjects, having on board foreign made cordage, to make entry thereof on entering upon any Britiſh port, and the maſter making default herein, all ſuch foreign cordage as ſhall be on board, forfeited to his Majeſty, and ſhall for every ſuch offence forfeit the ſum of twenty ſhillings for every hundred weight thereof.

Perſons aggrieved may appeal to the quarter ſeſſions, &c.

CORDAGE TABLE; *ſhewing how many Fathoms, Feet, and Inches of a Rope, of any Size, not exceeding fourteen Inches, make a hundred Weight: with the uſe of the Table.*

In.	Fath.	Feet	In.	In.	Fath.	Feet	In.	In.	Fath.	Feet	In.	In.	Fath.	Feet	In.
1	486	0	0	4¼	26	5	3	7½	8	4	0	10¾	4	1	8
1¼	313	3	0	4½	24	0	0	7¾	8	3	6	11	4	0	3
1½	216	3	0	4¾	21	3	0	8	7	3	6	11¼	3	5	7
1¾	159	3	0	5	19	3	0	8¼	7	0	8	11½	3	4	1
2	124	3	0	5¼	17	4	0	8½	6	4	3	11¾	3	3	3
2¼	96	2	0	5½	16	1	0	8¾	6	2	1	12	3	2	3
2½	77	3	0	5¾	14	4	6	9	6	0	0	12¼	3	2	1
2¾	65	4	0	6	13	3	0	9¼	5	4	0	12½	3	2	0
3	54	0	0	6¼	12	2	0	9½	5	2	0	12¾	2	7	8
3¼	45	5	2	6½	11	3	0	9¾	5	0	6	13	2	5	3
3½	39	3	0	6¾	10	4	0	10	4	5	0	13¼	2	4	9
3¾	34	3	9	7	9	5	6	10¼	4	4	1	13½	2	4	0
4	30	1	6	7¼	9	1	6	10½	4	2	2	13¾	2	3	6
												14	2	2	1

At

At the top of the table, marked inches, fathoms, feet, inches; the firſt column is the thickneſs of a rope in inches and quarters; the other three the fathoms, feet, and inches, that make up a hundred weight of ſuch a rope. One example will make it plain.

Suppoſe it be required how much of a 7 inch rope will make a hundred weight? Find 7 in the third column; under inches, or thickneſs of the rope, and againſt it in the fourth column you will find 9, 5, 6; which ſhews, that in a rope of 7 inches, there will be 9 fathoms, 5 feet, 6 inches, required to make one hundred weight.

The weight of any Cable or Rope, of 120 *Fathoms in length, and for every half Inch, from* 3 *Inches to* 24 *in Circumference.*

In.	Cwts.	Qrs.	In.	Cwts	Qrs.	In.	Cwts.	Qrs.	In.	Cwts.	Qrs.	In.	Cwts.	Qrs.
3	2	1	7	12	2	11	30	1	15½	60	0	20	100	0
3½	3	0	7½	14	0	11½	33	0	16	64	0	20½	105	0
4	4	0	8	16	0	12	36	0	16½	68	0	21	110	1
4½	5	0	8½	18	0	12½	39	0	17	72	1	21½	115	2
5	6	1	9	20	1	13	42	1	17½	76	2	22	121	0
5½	7	2	9½	22	2	13½	45	2	18	81	0	22½	126	2
6	9	0	10	25	0	14	49	0	18½	85	2	23	132	1
6½	10	2	10½	27	2	14½	52	2	19	90	1	23½	138	0
						15	56	1	19½	95	0	24	144	0

The uſe of the table. The firſt column marked for inches, is the thickneſs or circumference of the cable to every ½ inch, from 3 to 24. The ſecond marked cwts. qrs. for hundred weights and quarters that it will weigh, if 120 fathoms long.

As, for inſtance, ſuppoſe it be a cable of 14½ inches: look againſt 14½ and you will find in the other column 52 cwt. 2 qrs. which ſhews, that 120 fathoms of 14½ inch cable will weigh 52 cwt. 2 qrs. and ſo in others. And any quantity of leſs length will weigh in proportion.

CABLES, of what thickneſs ſoever, are generally formed of three ropes twiſted together, which are then called *ſtrands*: each of theſe are compoſed of three ſmaller ſtrands: and thoſe laſt of a certain number of rope yarns: This number is therefore greater or ſmaller, in proportion to the ſize of the cable required.

All cables ought to be 120 fathoms in length; for which purpoſe, the threads or yarns muſt be 180 fathoms, inaſmuch as they are diminiſhed one-third in length by twiſting.

The number of threads alſo, of which each cable is compoſed, being always proportioned to its length and thickneſs, the weight and value of it are determined by this number.—Thus a cable of 10 inches in circumference ought to conſiſt of 485 threads, and weigh 1940 lbs. and on this foundation is calculated the following table:

A Table of the Number of Threads and Weight of Cables of different Circumferences.

Circum. in In.	Threads or Rope yarns.	Wt. in Pounds.
9	393	1527
10	485	1940
11	598	2392
12	699	2796
13	821	3284
14	952	3808
15	1093	4372
16	1244	4976
17	1404	5616
18	1574	6296
19	1754	7016
20	1943	7772

ABSTRACT *of the* SAIL ACT.

BY ſeveral acts paſſed in the reign of his late Majeſty Geo. II. and his preſent Majeſty Geo. III. amended by an act paſſed in the 29th. year of his preſent Majeſty, and continued to June 24th. 1795, and from thence to the end of the next ſeſſion of parliament, it is enacted, That every perſon having command of a veſſel, belonging to any of his Majeſty's ſubjects, navigated with or having on board any foreign made ſail, is to make an entry and report upon oath, at the time of reporting his ſhip, of every ſuch ſail, and before the ſhip is cleared to pay duty for the ſame, on forfeiture of the ſails and 50l. for every offence of the maſter; and if foreign ſail-cloth made up into ſails be not ſtamped to denote payment of duty,

duty, or if Britiſh ſails be not ſtamped with the ſail-maker's name and place of abode, in diſtinct letters and words at length, by a ſtamp eight inches in diameter, dipped in a liquor made with lamp-black mix'd with linſeed oil, well boil'd, they are forfeited; but if the maſter, before the ſhip be cleared, declares his intention of not paying the duty, and delivers up the ſails to the officers of the cuſtoms, they only are forfeited. A captain of a ſhip arriving from the Eaſt Indies is not liable to the duty or forfeiture, for any foreign made ſail, *bona fide* brought from the Eaſt Indies.

Table ſhewing the Weight of a Belt of each reſpective Number of Canvas, the length of the Web 38 *Yards, and the breadth* 24 *Inches, being a great aſſiſtant to a Buyer.*

Double Threads.				Single Threads.			
No.	1	to weigh	44lb.	No.	7	to weigh	24lb.
——	2	——	41	——	8	——	21
——	3	——	38	——	9	——	18
——	4	——	35	——	10	——	15
——	5	——	32				
——	6	——	29				

COURT OF COMMON PLEAS, *July* 3d. 1793.

MARTIN *v.* MASTERMAN AND ANOTHER.

THIS was a cauſe of great importance to perſons uſing the navigation of the River Thames.

The plaintiff claimed the ſoil of the River Thames fronting his houſe, from high to low water-mark, and brought this action againſt the defendant for laying his veſſel there after notice.

The plaintiff's counſel contended, that his uſage and poſſeſſion of the mooring-chain, and letting the ſoil for a period of 29 years, were ſufficient to maintain this action.

The defendant's counſel contended, that this action could not be maintained, for that by the common law, the River Thames being a public navigable river, the ground between high and low water-mark belongs *prima facie* to the king, or

thoſe to whom he grants the ſame; and that in this caſe, the ſoil of the River Thames belonged to the city of London, as the grantees of the crown.

The Lord Chief Juſtice ſaid, he was ſo extremely apprehenſive of the conſequences of the claim of frontage giving a right to the ſoil, that he thought himſelf bound to give his opinion fully, that no ſuch right exiſted.

The plaintiff, therefore, was non-ſuited.

Abſtract of an act paſſed in the 31. Geo. III. 1791, *for the better Regulation and Government of Seamen employed in the Coaſting Trade of this Kingdom.*

AFTER reciting that by an act of the 2d. of Geo. II. certain proviſions were eſtabliſhed for the government of ſeamen employed in foreign voyages, which had been found very beneficial, and that the coaſt trade of this kingdom remained under great difficulties for want of ſimilar regulations: It is enacted, That from and after the firſt of July, 1791, it ſhall not be lawful for any maſter or commander of any veſſel trading from port to port in Great Britain, to carry to ſea any ſeaman or mariner (except his apprentices) without having before entered into an agreement in writing with ſuch ſeaman or mariner, and ſigned by each maſter and mariner for the wages, which each ſeaman or mariner is to have during the voyage, or the time contracted for, which contract or agreement ſhall declare what wages ſuch ſeaman or mariner is to have, and when the ſame ſhall be payable, and for what time, or for what voyage ſuch ſeaman or mariner ſhall have contracted or entered himſelf, upon pain of forfeiting 5*l.* for every ſeaman or mariner he ſhall carry out to ſea, without having firſt entered into and ſigned the aforeſaid agreement, to the uſe of Greenwich Hoſpital, to be recovered upon information on the oath of one witneſs before any juſtice of the peace; and every ſeaman or mariner is thereby required and obliged to ſubſcribe his ſignature or mark to ſuch agreement, at the time of his entering himſelf on board any ſhip or veſſel.

And it is further enacted, That if any ſeaman ſhall neglect or refuſe to proceed on the voyage for which he has entered himſelf, he ſhall forfeit all wages due to him; and any juſtice

of

of the peace, upon complaint made, is required to iſſue his warrant to apprehend ſuch ſeaman; and in caſe he ſhall refuſe to proceed on his voyage, and ſhall not give a ſufficient reaſon for his refuſal to the ſatisfaction of the juſtice, he ſhall commit ſuch ſeaman to the houſe of correction, to be kept to hard labour for any time not exceeding 30, nor leſs than 14 days.

And it is further enacted, That if any ſeaman ſhall wilfully abſent himſelf from the ſhip before the voyage is compleated, and the cargo delivered, or the time agreed upon is expired, he ſhall forfeit for the uſe of Greenwich Hoſpital, two days pay for every day's abſence, and in caſe of his totally abſenting himſelf, he ſhall forfeit one month's pay.

And it is further enacted, That every maſter ſhall pay to his ſeamen their wages, if demanded, within five days after the ſhip is entered at the cuſtom-houſe, or the cargo delivered, or at the time of each ſeaman being diſcharged, unleſs an agreement ſhall have been entered into to the contrary, upon pain of forfeiting 20s. to each ſeaman, whoſe wages ſhall not be paid within the time directed.

And it is further enacted, That the maſters ſhall deduct out of the wages of the ſeamen the penalties which they ſhall incur under this act, and ſhall enter an account of them into a book to be ſigned by them, and which forfeitures ſhall be paid and accounted for by the maſters to the officer of any port who collects the 6d. per month deducted out of ſeamen's wages; which officer is impowered to adminiſter an oath to the maſters as to the truth of ſuch accounts; and in caſe of the maſter's neglecting to pay the ſame within three months after their being ſtopped from the ſeamen, they are to forfeit treble the value thereof to the uſe of Greenwich Hoſpital.

And it is further enacted, That in caſe of ſeamen's wages being agreed for by the voyage, and not by the month, or other ſtated period of time, the forfeitures incurred by the ſeamen under this act are to be aſcertained as follows, viz. If the whole time ſpent in the voyage exceeds a lunar month, the forfeiture of one month's pay is to be deemed a forfeiture of a ſum of money, bearing the ſame proportion to the whole wages as a month bears to the time ſpent in the voyage; and in like manner, the forfeiture of two days pay ſhall be accounted and deemed a forfeiture of a ſum of money, bearing the ſame proportion to the whole wages as two days bear to the time

time ſpent in the voyage;—and if the whole time ſpent in the voyage ſhall not exceed one lunar month, the forfeiture of one month's pay ſhall be deemed a forfeiture of the whole wages contracted for; and if ſuch time ſhall not exceed two days, the forfeiture of two days pay ſhall be deemed a forfeiture of the whole wages contracted for.

And it is further enacted, That no agreements to be made under the authority of this act ſhall be liable to any ſtamp duties whatſoever; and the act ſhall not extend to any ſhip under the burthen of 100 tons, nor ſhall any ſeaman be thereby debarred from entering his Majeſty's navy, or forfeit his wages by entering therein, nor ſhall ſuch entry be deemed a deſertion.

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6. Geo. III. chap. 22. *Abſtract of an act to regulate the loading of Ships with Coals in the ports of Newcaſtle and Sunderland.*

WHEREAS *the preſent methods of loading coal ſhips in the ports of* Newcaſtle *and* Sunderland, *are inconvenient to the coal trade;* for remedy whereof, be it enacted, That from and after the firſt day of *June*, 1766, all fitters, agents, or others, vending ſea coals, and loading ſhips with the ſame, at the ports of *Newcaſtle* and *Sunderland*, ſhall keep regular and true liſts of ſhips entered at their offices for loading of all ſuch coals as they uſually vend; which liſts ſhall be placed in ſome conſpicuous part of the offices that the ſame may be inſpected by any maſter or mate of a ſhip applying for the ſame; and when the maſter or mate of any ſhip which ſhall then be paſt or within two miles of *Tinmouth Bar*, or within two miles of the port of *Sunderland*, ſhall apply to the office of any ſuch fitter, agent, or vender of coals, and make a tender in caſh, or in bank poſt bills, payable ſeven days after ſight, to the amount of the coals at the prices the ſeveral ſorts of coals are then ſold at, together with the uſual charges of carrying the ſame from the ſtaiths to the ſhip; ſuch ſhip ſhall be immediately entered in the liſt of ſuch fitter, agent or vender of coals, next after the laſt ſhip which ſhall then be entered in ſuch liſt, and ſhall be loaded in its due turn by ſuch fitter, agent, or vender, at the port of *Newcaſtle* or *Sunderland* reſpectively; or if the maſter or mate of any ſhip, who ſhall

ſo

ſo apply within the port of *Newcaſtle*, ſhall produce lightermens notes or bills of exchange to a ſufficient amount, and deſire time, not exceeding two hours after the bank at *Newcaſtle* ſhall be open, in order to convert the ſame into caſh, ſuch ſhip ſhall be immediately entered upon ſuch liſt; and if the money of ſuch bank poſt bills, to the amount of the loading of coals, and the charges as aforeſaid, ſhall be brought or tendered to the ſaid fitter, agent, or vender, of coals within the time aforeſaid, ſuch ſhip ſhall have the ſame turn as it would have been intitled to if caſh had been tendered on the firſt application of the maſter or mate thereof; and the maſter or mate who ſhall have his ſhip entered in any ſuch liſt, or be entitled to a loading of coals from any fitter, agent, or vender of coals, by means of the proviſions aforeſaid, ſhall be obliged to load his ſhip with ſuch fitter, agent, or vender, and if ſuch maſter or mate chuſes to alter the ſort of coals for exportation, he ſhall be at liberty ſo to do, provided he load, with the ſame fitter, agent, or vender, at the uſual price; and if any fitter, agent, or vender, of coals at the ſaid ports, ſhall neglect or omit to keep ſuch liſt in manner deſcribed, or ſhall refuſe inſpection thereof to any maſter or mate of any ſhip applying for the ſame, at any time between the hours of 7 in the morning and 7 at night; or ſhall refuſe or omit to enter or load any ſuch ſhip, upon the conditions aforeſaid, ſo far as the ſaid conditions relate to the ſaid ports reſpectively, or ſhall wilfully or unneceſſarily delay the loading and diſpatching of any ſuch ſhip; or if any maſter or mate of any ſuch ſhip ſhall enter the ſame for any one turn with more than one fitter, agent, or vender; or ſhall load ſuch ſhip with any other fitter, agent or vender, than where ſuch ſhip was entered for that turn; every ſuch fitter, agent, or vender, andevery ſuch maſter or mate of any ſuch ſhip, ſhall, for every offence forfeit and pay the ſum of 100l. one moiety thereof to his Majeſty, and the other moiety to ſuch perſon or perſons injured by ſuch offence, and ſhall ſue for the ſame in any of his Majeſty's courts of record at *Weſtminſter*, within ſix calendar months after the offence committed.

II. Provided always, and be it further enacted, That no fitter of the ſaid port of *Sunderland* ſhall be compelled to take upon his liſt, or load in turn, any ſhip exceeding the burthen of ſixteen keels; and when the owner or maſter, having the care

care of any ſhip entered in ſuch liſt, ſhall have taken in as many coals in the ſaid harbour as he ſhall think fit, every ſuch fitter ſhall be at liberty to load the next ſhip in turn, and ſo on until ſome one or more of ſuch ſhips ſhall have ſailed out of the harbour into the road, which ſhips ſhall then be loaded up in the ſaid road in turn as they ſtand in ſuch liſt, as ſoon as the weather will permit; and the owner or maſter, having the care of any ſuch ſhip ſo lying in the road, ſhall be anſwerable to the fitter loading up ſuch ſhip, for the loſs or damage of any keel, or keels, and the coals on board them, ſent off to load up ſuch ſhip, as has been cuſtomary.

III. And whereas the iron manufacture near *Newcaſtle*, belonging to miſtreſs *Crowley* and co. have large ſtanding contracts for ſerving the navy with ſtores; and that their three ſhips about 160 tons burthen each) may not be detained, which may be of great detriment to the government, they are hereby excepted, and permitted to have what coals they want for ballaſt, while in the above ſervice, as ſoon as they have occaſion to order them, without waiting their turn in rotation.

IV. That this act ſhall continue in force for ſeven years,* and be deemed, a publick act.

* By the 13. 22. and 30. Geo. III. this act is continued, to the 26th. of March 1797.

Abſtract of an Act for better ſecuring the Duties upon Coals, Culm, and Cinders.

FROM Auguſt 1, 1785; collector or other officer not to clear coaſtwiſe, or for beyond the ſeas, any veſſel loaden with coals, culm, or cinders, until the maſter ſhall deliver two proper certificates; one of which, after being ſigned and regiſtered, ſhall be returned to the maſter.

Any fitter, or other perſon concerned in vending coals, &c. making default in delivering certificates, to forfeit 50*l*.

Coals, culm, or cinders, exported, before the export duties are paid, the maſter of the veſſel ſhall, before he be permitted to enter inwards, or clear outwards, pay the proper officer the duty of 15*s*. 5*d*. per chalder, as alſo a further duty of 3*s*. per chalder Wincheſter meaſure; but if it ſhall appear upon the oath of the maſter, with the mate and two of the mariners, which ſailed in the ſhip, during the ſaid voyage, taken in the cuſtom houſe, before the collector, comptroller, or other principal

cipal officers of ſuch port, that ſuch ſhip, or veſſel was really, and *bona fide*, forced beyond the ſeas, and could not proceed to ſome port or place in the kingdom, the commiſſioners of his Majeſty's cuſtoms may order the ſaid 3*s*. per chalder to be repaid, and a ſpecial certificate to be granted, in order to get the coaſt bond diſcharged.

Entry and regiſter of fitter's certificate to be evidence.

Penalties given by this act to be recovered in any court of record at Weſtminſter for England, or Juſticary of Scotland.

Defendants ſued for executing this act may plead the general iſſue, and recover treble coſts.

A TABLE *of the* DUTIES *on* COALS *per Chalder, brought into the Port of London.*

	£.	s.	d.		£.	s.	d.
1 CHALDER	0	8	10	30 CHALDER	13	5	0
2 ———	0	17	8	40 ———	17	13	4
3 ———	1	6	6	50 ———	22	1	8
4 ———	1	15	4	60 ———	26	10	0
5 ———	2	4	2	70 ———	30	18	4
6 ———	2	13	0	80 ———	35	6	8
7 ———	3	1	10	90 ———	39	15	0
8 ———	3	10	8	100 ———	44	3	4
9 ———	3	19	6	200 ———	88	6	8
10 ———	4	8	4	300 ———	132	10	0
20 ———	8	16	8	400 ———	176	13	4

N. B. To this Table there muſt be added 1*s*. 4*d*. the duty on the meter's ſack.

TABLE *of* NEWCASTLE COAL MEASURE.

galls.	*cwt.*	*bolls.*					
36	$2\frac{5}{24}$	1	*foth.*				
288	$17\frac{2}{3}$	8	1	*wag.*			
684	$41\frac{23}{24}$	19	$2\frac{3}{8}$	1	*chal.*		
864	53	24	3	$1\frac{5}{19}$	1	*keel*	
6912	424	192	24	$10\frac{2}{19}$	8	1	*ton*
15048	$923\frac{1}{12}$	418	$52\frac{1}{4}$	22	$17\frac{5}{12}$	$2\frac{17}{96}$	1

A TABLE *of the Amount of any Quantity of Coals from* $\frac{1}{4}$ *of a Chalder to* 200 *Chalders, and from* 13*s. to* 24*s.* 6*d. per Chalder, allowing* 21 *Chalders to the Score; being what is generally called the Billingsgate Rule.*

N. C.	13s. £.	s.	d.	13s. 6d. £.	s.	d.	14s. £.	s.	d.	14s. 6d. £.	s.	d.
$\frac{1}{4}$	0	3	1	0	3	$2\frac{1}{2}$	0	3	4	0	3	$5\frac{1}{4}$
$\frac{1}{2}$	0	6	$2\frac{1}{4}$	0	6	5	0	6	8	0	6	$10\frac{3}{4}$
$\frac{3}{4}$	0	9	$3\frac{1}{4}$	0	9	$7\frac{1}{2}$	0	10	0	0	10	$4\frac{1}{4}$
1	0	12	$4\frac{1}{2}$	0	12	$10\frac{1}{4}$	0	13	4	0	13	$9\frac{1}{2}$
2	1	4	9	1	5	$8\frac{1}{2}$	1	6	8	1	7	$7\frac{1}{4}$
3	1	17	$1\frac{1}{2}$	1	18	$6\frac{3}{4}$	2	0	0	2	1	5
4	2	9	$6\frac{1}{4}$	2	11	5	2	13	4	2	15	$2\frac{3}{4}$
5	3	1	$10\frac{3}{4}$	3	4	$3\frac{1}{4}$	3	6	8	3	9	$0\frac{1}{2}$
6	3	14	$3\frac{1}{4}$	3	17	$1\frac{1}{2}$	4	0	0	4	2	$10\frac{1}{4}$
7	4	6	8	4	10	0	4	13	4	4	16	8
8	4	19	$0\frac{1}{2}$	5	2	$10\frac{1}{4}$	5	6	8	5	10	$5\frac{1}{2}$
9	5	11	5	5	15	$8\frac{1}{2}$	6	0	0	6	4	$3\frac{1}{4}$
10	6	3	$9\frac{1}{2}$	6	8	$6\frac{3}{4}$	6	13	4	6	18	1
20	12	7	$7\frac{1}{4}$	12	17	$1\frac{1}{2}$	13	6	8	13	16	$2\frac{1}{4}$
30	18	11	5	19	5	$8\frac{1}{2}$	20	0	0	20	14	$3\frac{1}{4}$
40	24	15	$2\frac{3}{4}$	25	14	$3\frac{1}{4}$	26	13	4	27	12	$4\frac{1}{2}$
50	30	19	$0\frac{1}{2}$	32	2	$10\frac{1}{4}$	33	6	8	34	10	$5\frac{1}{2}$
60	37	2	$10\frac{1}{4}$	38	11	5	40	0	0	41	8	$6\frac{3}{4}$
70	43	6	8	45	0	0	46	13	4	48	6	8
80	49	10	5	51	8	$6\frac{3}{4}$	53	6	8	55	4	9
90	55	14	$3\frac{1}{4}$	57	17	$1\frac{1}{2}$	60	0	0	62	2	$10\frac{1}{4}$
100	61	18	1	64	5	$8\frac{1}{2}$	66	13	4	69	0	$11\frac{1}{4}$
110	68	1	$10\frac{3}{4}$	70	14	$3\frac{1}{4}$	73	6	8	75	19	$0\frac{1}{2}$
120	72	5	$8\frac{1}{2}$	77	2	$10\frac{1}{4}$	80	0	0	82	17	$1\frac{1}{2}$
130	80	9	$6\frac{1}{4}$	83	11	5	86	13	4	89	15	$2\frac{3}{4}$
140	86	13	4	90	0	0	93	6	8	96	13	4
150	92	17	$1\frac{1}{2}$	96	8	$6\frac{3}{4}$	100	0	0	103	11	5
160	99	0	$11\frac{1}{4}$	102	17	$1\frac{1}{2}$	106	13	4	110	9	$6\frac{1}{4}$
170	105	4	9	109	5	$8\frac{1}{2}$	113	6	8	117	7	$7\frac{1}{4}$
180	111	8	$6\frac{3}{4}$	115	14	$3\frac{1}{4}$	120	0	0	124	5	$8\frac{1}{2}$
190	117	12	$4\frac{1}{2}$	123	2	$10\frac{1}{4}$	126	13	4	131	3	$9\frac{1}{2}$
200	123	16	$2\frac{1}{4}$	128	11	5	133	6	8	138	1	$10\frac{3}{4}$

(TABLE continued.)

N. C.	15s. £.	s.	d.	15s. 6d. £.	s.	d.	16s. £.	s.	d.	16s. 6d £.	s.	d.
¼	0	3	6¾	0	3	8¼	0	3	9½	0	31	1
½	0	7	1½	0	7	4½	0	7	7¼	0	71	0¼
¾	0	10	8½	0	11	0¾	0	11	5	0	11	9¼
1	0	14	3¼	0	14	9	0	15	2¾	0	15	8½
2	1	8	6¾	1	9	6¼	1	10	5½	1	11	5
3	2	2	10¼	2	4	3¼	2	5	8½	2	7	1½
4	2	17	1½	2	19	0½	3	0	11¼	3	2	10¼
5	3	11	5	3	13	9½	3	16	2¼	3	18	6¾
6	4	5	8½	4	8	6¾	4	11	5	4	14	3¼
7	5	0	0	5	3	4	5	6	8	5	10	0
8	5	14	3¼	5	18	1	6	1	10¾	6	5	8½
9	6	8	6¾	6	12	10¼	6	17	1½	7	1	5
10	7	2	10¼	7	7	7¼	7	12	4½	7	17	1½
20	14	5	8½	14	15	2¾	15	4	9	15	14	3¼
30	21	8	6¾	22	2	10¼	22	17	1½	23	11	5
40	28	11	5	29	10	5½	30	9	6¼	31	8	6¾
50	35	14	3¼	36	18	1	38	1	10¾	39	5	8½
60	42	17	1½	44	5	8½	45	14	3¼	47	2	10¼
70	50	0	0	51	13	4	53	6	8	55	0	0
80	57	2	10¼	59	0	11¼	60	19	0½	62	7	1½
90	64	5	8½	66	8	6¾	68	11	5	70	14	3¼
100	71	8	6¾	73	16	2¼	76	3	9½	78	11	5
110	78	11	5	81	3	9½	83	16	2¼	86	8	6¾
120	85	14	3¼	88	11	5	91	8	6¾	94	5	8½
130	92	17	1½	95	19	0½	99	0	11¼	102	2	10¼
140	100	0	0	103	6	8	106	13	4	110	0	0
150	107	2	10¼	110	14	3¼	14	5	8½	117	17	1½
160	114	5	8½	118	1	10¾	121	18	1	125	14	3¼
170	121	8	6¾	125	9	6¼	129	10	5½	133	11	5
180	128	11	5	132	17	1½	137	2	10¼	141	8	6¾
190	135	14	3¼	140	4	9	144	15	2¾	149	5	8½
200	142	17	1½	147	12	4½	152	7	7¼	157	2	10¼

(TABLE continued.)

N. C.	17s. £.	s.	d.	17s. 6d. £.	s.	d.	18s. £.	s.	d.	18s. 6d. £.	s.	d.
¼	0	4	0½	0	4	2	0	4	3¼	0	4	4¾
½	0	8	1	0	8	4	0	8	6¾	0	8	9½
¾	0	12	1½	0	12	6	0	12	10¼	0	13	2½
1	0	16	2¾	0	16	8	0	17	1½	0	17	7¼
2	1	12	4½	1	13	4	1	14	3¼	1	15	2¾
3	2	8	6¾	2	10	0	2	11	5	2	12	10¼
4	3	4	9	3	6	8	3	8	6¾	3	10	5½
5	4	0	11¼	4	3	4	4	5	8½	4	8	1
6	4	17	1½	5	0	0	5	2	10¼	5	5	8½
7	5	13	4	5	16	8	6	0	0	6	3	4
8	6	9	6¼	6	13	4	6	17	1½	7	0	11¼
9	7	5	8½	7	10	0	7	14	3¼	7	18	6¾
10	8	1	10¾	8	6	8	8	11	5	8	16	2¼
20	16	3	9½	16	13	4	17	2	10¾	17	12	4½
30	24	5	8½	25	0	0	25	14	3¼	26	8	6¾
40	32	7	7¼	33	6	8	34	5	8½	35	4	9
50	40	9	6¾	41	13	4	42	17	1½	44	0	11¼
60	48	11	5	50	0	0	51	8	6¾	52	17	1½
70	56	13	4	58	6	8	60	0	0	61	13	4
80	64	15	2¾	66	13	4	68	11	5	70	9	6¼
90	72	17	1½	75	0	0	77	2	10¼	79	5	8½
100	80	19	0½	83	6	8	85	14	3¼	88	1	10¾
110	89	0	11¼	91	13	4	94	5	8½	96	18	1
120	97	2	10¼	100	0	0	102	17	1½	105	14	3¼
130	105	4	9	108	6	8	111	8	6¾	114	10	5½
140	113	6	8	116	13	4	120	0	0	123	6	8
150	121	8	6¾	125	0	0	128	11	5	132	2	10¼
160	129	10	5½	133	6	8	137	2	10¼	140	19	0½
170	137	12	4½	141	13	4	145	14	3¼	149	15	2¾
180	145	14	3¼	150	0	0	154	5	8½	158	11	5
190	153	16	2¼	158	6	8	162	17	1½	167	7	7¼
200	161	18	1	166	13	4	171	8	6¾	176	3	9½

(TABLE continued.)

N. C.	19s. £.	s.	d.	19s. 6d. £.	s.	d.	20s. £.	s.	d.	20s. 6d. £.	s.	d.
¼	0	4	6¼	0	4	7½	0	4	9	0	4	10½
½	0	9	0½	0	9	3¼	0	9	6¼	0	9	9
¾	0	13	6¾	0	13	11	0	14	3¼	0	14	7½
1	0	18	1	0	18	6¾	0	19	0½	0	19	6¼
2	1	16	2¼	1	17	1½	1	18	1	1	19	0½
3	2	14	3¼	2	15	8½	2	17	1½	2	18	6¾
4	3	12	4½	3	14	3¼	3	16	2¼	3	18	1
5	4	10	5½	4	12	10¼	4	15	2¾	4	17	7¼
6	5	8	6¾	5	11	5	5	14	3¼	5	17	1¼
7	6	6	8	6	10	0	6	13	4	6	16	8
8	7	4	9	7	8	6¾	7	12	4½	7	16	2¼
9	8	2	10¼	8	7	1½	8	11	5	8	15	8½
10	9	0	11¼	9	5	8½	9	10	5½	9	15	2¾
20	18	1	10¾	18	11	5	19	0	11¼	19	10	5½
30	27	2	10¼	27	17	1½	28	11	5	29	5	8½
40	36	3	9½	37	2	10¼	38	1	10¾	39	0	11¼
50	45	4	9	46	8	6¾	47	12	4½	48	16	2¼
60	54	5	8½	55	14	3¼	57	2	10¼	58	11	5
70	63	6	8	65	0	0	66	13	4	68	6	8
80	72	7	7¼	74	5	8½	76	3	9½	78	1	10¾
90	81	8	6¾	83	11	5	85	14	3¼	87	17	1½
100	90	9	6¼	92	17	1½	95	4	9	97	12	4½
110	99	10	5½	102	2	10¼	104	15	2¾	107	7	7¼
120	108	11	5	111	8	6¾	114	5	8½	117	2	10¼
130	117	12	4½	120	14	3¼	123	16	2¼	126	18	1
140	126	13	4	130	0	0	133	6	8	136	13	4
150	135	14	3¼	139	5	8½	142	17	1½	146	8	6¾
160	144	15	2¾	148	11	5	152	7	7¼	156	3	9½
170	153	16	2¼	157	17	1¼	161	18	1	165	19	0½
180	162	17	1½	167	2	10¼	171	8	6¾	175	14	3¼
190	171	18	1	176	8	6¾	180	19	0½	185	9	6¼
200	180	19	0½	185	14	3¼	190	9	6¼	195	4	9

(TABLE continued.)

N.	21s.			21s. 6d.			22s.			22s. 6d.		
C.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
¼	0	5	0	0	5	1¼	0	5	2¾	0	5	4¼
½	0	10	0	0	10	2¾	0	10	5½	0	10	8½
¾	0	15	0	0	15	4¼	0	15	8½	0	16	0¾
1	1	0	0	1	0	5½	1	0	11¼	1	1	5
2	2	0	0	2	0	11¼	2	1	10¾	2	2	10¼
3	3	0	0	3	1	5	3	2	10¼	3	4	3¾
4	4	0	0	4	1	10¾	4	3	9½	4	5	8½
5	5	0	0	5	2	4½	5	4	9	5	7	1½
6	6	0	0	6	2	10¼	6	5	8½	6	8	6¾
7	7	0	0	7	3	4	7	6	8	7	10	0
8	8	0	0	8	3	9½	8	7	7¼	8	11	5
9	9	0	0	9	4	3¼	9	8	6¾	9	12	10¼
10	10	0	0	10	4	9	10	9	6¼	10	14	3¼
20	20	0	0	20	9	6¼	20	19	0½	21	8	6¾
30	30	0	0	30	14	3¼	31	8	6¾	32	2	10¼
40	40	0	0	40	19	0½	41	18	1	42	17	1½
50	50	0	0	51	3	9½	52	7	7¼	53	11	5
60	60	0	0	61	8	6¾	62	17	1½	64	5	8½
70	70	0	0	71	13	4	73	6	8	75	0	0
80	80	0	0	81	18	1	83	16	2¼	85	14	3¼
90	90	0	0	92	2	10¼	94	5	8½	96	8	6¾
100	100	0	0	102	7	7¼	104	15	2¾	107	2	10¼
110	110	0	0	112	12	4½	115	4	9	117	17	1½
120	120	0	0	122	17	1½	125	14	3¼	128	11	5
130	130	0	0	133	1	10¾	136	3	9½	139	5	8½
140	140	0	0	143	6	8	146	13	4	150	0	0
150	150	0	0	153	11	5	157	2	10¼	60	14	3¼
160	160	0	0	163	16	2¼	167	12	4½	171	8	6¾
170	170	0	0	174	0	11¼	178	1	10¾	182	2	10¼
180	180	0	0	184	5	8½	188	11	5	192	17	1½
190	90	0	0	194	10	5½	199	0	11¼	203	11	5
200	200	0	0	204	15	2¾	209	10	5½	214	5	8½

(TABLE continued)

N. C.	23s. £.	s.	d.	23s. 6d. £.	s.	d.	24s. £.	s.	d.	24s. 6d. £.	s.	d
¼	0	5	5½	0	5	7	0	5	8½	0	5	10
½	0	10	11¼	0	11	2¼	0	11	5	0	11	8
¾	0	6	5	0	16	9¼	0	17	1½	0	17	6
1	1	1	10¾	1	2	4½	1	2	10¼	1	3	4
2	2	3	9½	2	4	9	2	5	8½	2	6	8
3	3	5	8½	3	7	1½	3	8	6¾	3	10	0
4	4	7	7¼	4	9	6¼	4	11	5	4	13	4
5	5	9	6¼	5	11	10½	5	14	3¼	5	16	8
6	6	11	5	6	14	3¼	6	17	1½	7	0	0
7	7	13	4	7	16	8	8	0	0	8	3	4
8	8	15	2¾	8	19	0½	9	2	10½	9	6	8
9	9	17	1½	10	1	5	10	5	8½	10	10	0
10	10	19	0½	11	3	9¼	11	8	6¾	11	13	4
20	21	18	1	22	7	7¼	22	17	1½	23	6	8
30	32	17	1½	33	11	5	34	5	8½	35	0	0
40	43	16	2¼	44	15	2¾	45	14	3¼	46	13	4
50	54	15	2¾	55	19	0½	57	2	10¼	58	6	8
60	65	14	3¼	67	2	10¾	68	11	5	70	0	0
70	76	13	4	78	6	8	80	0	0	81	13	4
80	87	12	4¼	89	10	5½	91	8	6¾	93	6	8
90	98	11	5	100	14	3¼	102	17	1½	105	0	0
100	109	10	5½	111	18	1	114	5	8½	116	13	4
110	120	9	6¼	123	1	10¾	125	14	3¼	128	6	8
120	131	8	6¾	134	5	8½	137	2	10¼	140	0	0
130	142	7	7¼	145	9	6¼	148	11	5	15	13	4
140	153	6	8	156	13	4	160	0	0	163	6	8
150	164	5	8½	167	17	1½	171	8	6¾	175	0	0
160	175	4	9	179	0	11¼	182	17	1½	186	13	4
170	186	3	9½	190	4	9	194	5	8½	198	6	8
180	197	2	10¼	201	8	6¾	205	14	3¼	210	0	0
190	208	1	10¾	212	12	4¼	217	2	10¼	221	13	4
200	219	0	11¼	223	16	2¼	228	11	5	233	6	8

TABLE *of the Amount of Coals at* 3*d. per Chalder, allowing* 21 *to the Score; alſo, of* 8*d. per Chalder; which, added to the foregoing Tables, give the Price of Coals in the Pool.*

N. C.	3*d.* per Ch. £.	*s.*	*d.*	N. C.	3*d.* per Ch. £.	*s.*	*d.*	N. C.	8*d.* pr C. £.	*s.*	*d*	N. C.	8*d.* pr Ch. £.	*s.*	*d.*
¼	0	0	0¾	50	0	11	10¾	¼	0	0	2	50	1	13	4
½	0	0	1½	60	0	14	3¼	½	0	0	4	60	2	0	0
¾	0	0	2¼	70	0	16	8	¾	0	0	6	70	2	6	8
1	0	0	2¾	80	0	19	0½	1	0	0	8	80	2	13	4
2	0	0	5¾	90	1	1	5	2	0	1	4	90	3	0	0
3	0	0	8½	100	1	3	9½	3	0	2	0	100	3	6	8
4	0	0	11¼	110	1	6	2¼	4	0	2	8	110	3	13	4
5	0	1	2¼	120	1	8	6¾	5	0	3	4	120	4	0	0
6	0	1	5	130	1	10	11¼	6	0	4	0	130	4	6	8
7	0	1	8	140	1	13	4	7	0	4	8	140	4	13	4
8	0	1	10¾	150	1	15	8½	8	0	5	4	150	5	0	0
9	0	2	1¾	160	1	18	1	9	0	6	0	160	5	6	8
10	0	2	4½	170	2	0	5½	10	0	6	8	170	5	13	4
20	0	4	9	180	2	2	10¼	20	0	13	4	180	6	0	0
30	0	7	1½	190	2	5	2¾	30	1	0	0	190	6	6	8
40	0	9	6¼	200	2	7	7¼	40	1	6	8	200	6	13	4

Practical uſe of theſe Tables.

THE former of theſe tables is calculated for three-pence per chalder, with the allowance of one to the ſcore, and will be uſeful when the coals are ſold at 3*d.* or 9*d.* per chalder, over the number of ſhillings, by adding the amount therein to the price of the foregoing tables:—The other table is calculated for 8*d.* per chalder; which, according to the quantity delivered, being added to the ſums calculated from the other tables, will give the amount as ſold in the Pool, and is generally called the Billingſgate Rule.

An example will render the practice more eaſy.—Suppoſe you deliver 373¾ chalders of coals in the Pool, at twenty-one chalders to the ſcore, what is the amount thereof, at 38*s.* 9*d.* per chalder?

By

By the table I find

	s.	d.	£.	s.	d.
200 Chal. at	19	0 amount to	180	19	$0\frac{1}{2}$
	19	6	185	14	$3\frac{1}{4}$

			£.	s.	d.
200 Chal. at	38	6 amount to	366	13	$3\frac{3}{4}$
100 ditto	—	—	183	6	$7\frac{3}{4}$
70 ditto	—	—	128	6	8
3 ditto	—	—	5	9	$11\frac{3}{4}$
$\frac{3}{4}$ ditto	—	—	1	7	$5\frac{3}{4}$
200 Chalders amount, at 3d. to		—	2	7	$7\frac{1}{4}$
100 ditto	—	—	1	3	$9\frac{1}{2}$
70 ditto	—	—	0	16	8
3 ditto	—	—	0	0	$8\frac{1}{2}$
$\frac{3}{4}$ ditto	—	—	0	0	$2\frac{1}{4}$
			689	13	$0\frac{1}{2}$
300 Chalders amount, at 8d. to		—	10	0	0
73 ditto	—	—	2	8	8
$\frac{3}{4}$ ditto	—	—	0	0	6
		Total amount	702	2	$2\frac{1}{2}$

Ballaſt Dues, Dues of the River Tyne, and Owner's Wages.

TAKING out the ballaſt of any ſhip or veſſel, by warrant, and clearing her, 13*s.* 4*d.*

If any keel or boat be impreſſed for any ratch in the river, the ſkipper and men to receive 1*s.* and 5*s.* for rowing down the keel or boat.

For every lying tide 2*s.* 6d. below the Pace; and above the Pace, 1*s.*

For every ſlung tide below the Pace 5*s* and above the Pace 2*s.* 6*d.* in proportion to the wages in the ratch.

No fitter to employ pan boats; whoever ſhall do the ſame, to forfeit the dues to the hoſpital.

If any fitter ſhall order down a keel of coals to Shields, or any other ratch, and the ſhip that the ſkipper is ordered for be loaden, or the maſter will not take them in; then, upon the ſkipper's coming, or ſending one of his men to the ſaid

fitter, and he having no other ſhip to caſt them in, the next tide, he the ſaid ſkipper bringing the ſaid coals home unbroken, ſhall be paid full dues, according to the ratch the ſaid ſhip lies in.—The ſkipper ſo coming to the fitter for orders to be paid 1*s.*

And every keel caſt on boad any ſhip lying on ſhore, to ſhift her, the ſkipper and his men to be paid 1*s.*

And that no keel ſhall be obliged to take in more than the King's meaſure.

Each keel that ſhall caſt on board of any ſhip, ſhall have the uſual quantity of beer; and if refuſed, they ſhall be paid 1*s.* 4*d.*

	Dues.		*Owner's wages.*		*In all*	
	s.	*d.*	*s.*	*d*	*s.*	*d.*
FROM Stella to the the New Quay ——	6	4	3	8	10	0
From Bladon to the New Quay ——	6	4	3	4	9	8
From Lemington to the New Quay —	6	4	3	0	9	4
From Denton to the New Quay ——	6	4	2	8	9	0
From Scot's Wood, and all ſtaiths below to the New Quay —— ——	6	4	2	4	8	8
From Stella to below the Bourne ——	6	8	3	8	10	4
From Bladon to below the Bourne ——	6	8	3	4	10	0
From Lemington to below the Bourne —	6	8	3	0	9	8
From Denton to below the Bourne —	6	8	2	8	9	4
From Scot's Wood, and all ſtaiths, below, to below the Bourne —— ——	6	8	2	4	9	0
From Stella to Snowdon or Dent's Hole	7	6	3	8	11	2
From Bladon to Snowdon or Dent's Hole	7	6	3	4	10	10
From Lemington to Snowdon or Dent's Hole	7	6	3	0	10	6
From Denton to Snowdon or Dent's Hole	7	6	2	8	10	2
From Scot's Wood, and all the ſtaiths below to Snowdon or Dent's Hole ——	7	6	2	4	9	10
From Stella to St. Anthony's ——	7	8	3	8	11	4
From Bladon to St. Anthony's ——	7	8	3	4	11	0
From Lemington to St. Anthony's ——	7	8	3	0	10	8
From Denton to St Anthony's ——	7	8	2	8	10	4
From Scot's Wood, and all ſtaiths below, to St. Anthony's —— ——	7	8	2	4	10	0
From Stella to the Bill Ratch ——	9	0	3	8	12	8
From Bladon to the Bill Ratch ——	9	0	3	4	12	4
From Lemington to the Bill Ratch ——	9	0	3	0	12	0
From Denton to the Bill Ratch ——	9	0	2	8	11	8
From Scot's Wood, and all ſtaiths below, to the Bill Ratch —— ——	9	0	2	4	11	4
From Stella to below the Pace ——	11	8	3	8	15	4
From Bladon to below the Pace ——	11	8	3	4	15	0
From Lemington to below the Pace ——	11	8	3	0	14	8
From Denton to below the Pace ——	11	8	2	8	14	4

From

	Dues. s.	d.	Ow.w. s.	d.	In all s.	d.
From Scot's Wood, and all ſtaiths below, to below the Pace	11	8	2	4	14	0
From Stella to Shields	13	4	3	8	17	0
From Bladon to Shields	13	4	3	4	16	8
From Lemington to Shields	13	4	3	0	16	4
From Denton to Shields	13	4	2	8	16	0
From Scot's Wood and all ſtaiths below, to Shields	13	4	2	4	15	8

N. B. In the above table the total is the ſum paid to the keelmen, according to the reſpective places in which ſuch keel is caſt; the dues are what the fitter charges the ſhip; and owner's wages is the ſum allowed to the fitter by the coal owner for keelmen's beer, ſteerage money, &c. Hence it appears, that admitting coals from Stella, and any ſtaith at or below Scot's Wood, ſold to the ſhips at the ſame price, the owner of the former receives 2*d.* per chalder leſs than the owner of the latter.

An Account of Duties, Dues, Fees, &c. charged in a Coal Account at London, for a Voyage of a Veſſel in the Coal Trade.

	per ſhip. s.	d
ENTRY Fees at Meters Office	3	6
Holiday do. at Cuſtom-houſe	5	0
Entry do. at Cuſtom-houſe, after-time	5	0
Cocket 2*s.* 6*d.* Return 1*s.* 6*d.*	4	0
Lord Mayor's Dues, Farthing per Chalder		
Do. do. do. for Groundage	0	6
Trinity Dues, Three Farthings per N: Caſtle Chalder		
Nore Lights	2	0
Market Dues	2	0
King's Duty 8*s.* 10*d.* / Metage 0 8 / Orphan's Duty 0 6 } 10*s.* per Chalder		
King's Duty on Meter's Sack	1	6
Bond (now done away)		
Labourer's Account 2*s.* 1*d.* per Score		
Ballaſt 1*s.* per Ton		
Heaving in Ballaſt 9*s.* per Score		
Diſcount 2 per cent. on Two Thirds		
Scorage 1*s.* per Score		
Expence, Stamp, Poſtage		
Commiſſion Half per cent.		

An Account of Light-house Duties, Pier Duties, Beaconage, &c. received at the Custom-house, Newcastle, for a Ship clearing from thence to the Land's End of England.

	per chal s.	per chal d.	per ship. s.	per ship. d.	
COAST Duty - -	1	0	0	6	*If on entry 2s. 6d.*
Cocket and bond -			3	8	*If goods ad valorem or according to length of cocket.*
Tynemouth Light - -			1	0	
Low Light, under 20 chal.			1	0	
Ditto, above 20 chal.			1	2	
Tease Buoys and Beacons			0	6	*If above 20 chalders.*
Ditto - - -			0	4	*If under 20 chalders.*
Whitby Pier - -	0	0½			
Scarborough Pier - -	0	0½			
Ditto old Pier, under 20 chal.			0	4	
Ditto above 20 chal. -			0	8	
Bridlington Pier - -	0	0¼			
Spurn Light - - -	0	1			
Well Light - - -	0	1			
Winterton and Orford Lights	0	2			
Foulness Lights - - -	0	0½			
Floating Light - - -	0	1			
Yarmouth Light - -	0	1			

Castor, Lowestoff, and little Winterton, from 2 to 9 chalders, 1*s*.——From 9 to 13 chalders 1*s*. 1*d*.——From 13 to 17 chalders, 1*s*. 2*d*. and so on in like progressive order to 99 chalders which is 3*s*. 5*d*——From 99 to 103 chalders, 3*s*. 11*d*——From 103 to 107 chalders 4*s*. and so on to 149 chalders which is 4*s*. 10*d*——From 149 to 153 chalders 5*s* 5*d*. and 1*d*. more for every 4 chalders up to 199 chalders which is 6*s*. 5*d*——From 199 to 203 chalders 7*s*.——And so on for any greater number of chalders.

N B. Castor Light being now done away, ships under 50 chalders are charg'd 6*d*. less, and above 50 chalders 1*s*. less.

per

	per chal.		per ſhip. coaſt.		over-ſea.		
	s.	d.	s.	d.	s.	d.	
St. Nicholas's Gat -	0	0¼					
Harwich Lights -	0	1					
Foreland Lights - - -	0	2					
Dover, Rye, & Ramſgate har.	0	3					
Dungenneſs Light - -	0	2					
Portland Light - - -			1	0	0	1	*per chalder*
Caſket Light - - - - -			1	0	0	1	
Edyſtone Light - - -			2	0	0	2	
Scilly Lights - - - - -			1	0	0	1	
Lizard Lights - - -			2	0	0	1	

USEFUL INFORMATION *on the Nature, Laws, and Cuſtoms of* BILLS *of* EXCHANGE.

A Bill of Exchange is a piece of paper, on which is wrote a ſhort order, given by a banker, &c. for paying to ſuch a perſon, or his order, a certain ſum of money.

If drawee refuſe to accept or pay the bill, payee may cauſe it to be proteſted.

The drawee is he on whom the bill is drawn; the payee he in whoſe favour it is drawn.

A proteſt ſignifies to the drawer, that the party upon whom he drew his bill was unwilling, not to be found, or inſolvent, and to let him (the drawer) have timely notice thereof, and alſo to enable the party to recover againſt the drawer, and alſo againſt the acceptor, as far as he can pay, if the bill be accepted.

A foreign bill muſt be proteſted on the laſt day of the three days grace allowed (after the time expreſſed upon the bill) and if not paid upon the laſt of the three days, the party ought immediately to proteſt the bill, and return it: But if the laſt of the three days be a great holiday, the day before is the day of payment.

Bills of exchange are not ſecurities of as high a nature as bonds or ſpecialties; they are therefore within the ſtatute of limitation, and muſt be ſued for within ſix years.

Bills of exchange follow the perſon of the debtor, and make *bona notabilia* where he reſides.

Bona

Bona notabilia are ſuch goods as a perſon dying has in another dioceſe than that wherein he dies, amounting to the value of five pounds at leaſt; and in the city of London to ten pounds.

If an infant (*i. e.* a perſon under twenty one years of age) draws a bill of exchange it ſhall not bind him.

If two or three bills are drawn for the ſame ſum, they ſhall carry a condition with them that only one ſhall be paid; and in a declaration on one of them, it is not neceſſary to aver that the other bills were not paid.

Of Inland Bills.

INLAND bills of exchange are thoſe drawn by one banker, merchant, or tradeſman, reſiding in one part of the kingdom, on another, reſiding in London, or in ſome city or town within the ſaid kingdom.

The holder ſhould preſent it for acceptance as ſoon as it comes to his hands, although the time expreſſed be not expired; for by acceptance his ſecurity is increaſed.

Acceptance is made by the drawee or his partner, or clerk, in writing, upon the bill.

If the bill is not paid within three days after the time expreſſed thereon be elapſed, it muſt be proteſted, which proteſt or notice thereof ſhall be ſent within fourteen days to the drawer. Proteſts to be made by a notary public, or by any other ſubſtantial perſon of the city, town, or place, in the preſence of two or more credible witneſſes; refuſal or neglect being firſt made of due payment of the ſame; which proteſt ſhall be made and written under a fair copy of the ſaid bill of exchange, in the words or form following:

KNOW all men, that I, A. B. on the day of at the uſual place of abode of the ſaid have demanded payment of the bill of which the above is a copy, which the ſaid did not pay; whereof I the ſaid do hereby proteſt the ſaid bill. Dated at this day of

If the bill be not accepted, the drawer ſhall not be liable to damages and intereſt, unleſs proteſt or notice of ſuch non-acceptance be ſent to the drawer in fourteen days.

For

For want of proteſt, party cannot recover intereſt and coſt upon an inland bill againſt the drawer.

If A. ſells goods to B. and B is to give bill in ſatisfaction, B. is diſcharged, though the bill is never paid, for the bill is payment.

A note or bill is no abſolute payment, though agreed to be ſuch, if the giver of it knows the perſon upon whom it is drawn to be in a failing condition.

Of what ſhall be deemed a Bill of Exchange, within the Cuſtom of Merchants.

THE cuſtom preſcribes the form of the bill, and raiſes a contract.

It is not requiſite to obſerve the ſame nicety in a bill of exchange, as in deeds or wills.

A bill payable out of a particular fund is no bill of exchange.

Pray pay out of my growing ſubſtance is no bill of exchange.

Bill payable out of the fifth payment as it ſhall become due, is not good.

Pray pay J. S. or order, at my quarterly half-pay per advance, is a negociable bill.

Bill without the words *value received* is no bill of exchange.

Bill payable to me or my order is a good bill if accepted.

Of the Acceptance: What ſhall be deemed a good Acceptance: Where Acceptance ſhall bind?

THE acceptance of a bill of exchange is the ſubſcribing, ſigning, and making a perſon, by obliging him, in his own name, to diſcharge it at the time mentioned therein.

The acceptance is uſually made by the perſon upon whom the bill is drawn, when it is preſented to him by the bearer.

A very ſmall matter will amount to an acceptance, and any words will be ſufficient for that purpoſe, which ſhew the party's aſſent or agreement to pay the bill; as,

Writing the day of the month on the bill is ſufficient acceptance.

Leave your bill with me, and call to morrow, and it ſhall be accepted, is a ſufficient acceptance.

Leave your bill with me, I will look over my book and accounts between the drawer and me, and call to morrow, and the bill ſhall be accepted, is not a ſufficient acceptance.

When

When the bill was return'd for non-acceptance, the drawee ſaid, *That if it came back again he would pay it*, it was rul d to be a good acceptance.

Parol (verbal) acceptance is ſufficient, and an action lies againſt the acceptor thereon, as to the principal, but not for intereſt and coſts. But here muſt be a witneſs to the undertaking. The words, "The two bills of exchange which you ſent me, I will pay, in caſe the owners of the *Queen Ann* do not," are a ſufficient acceptance.

Acceptance to pay when the goods are ſold is a good acceptance.

Acceptance to pay half in money, half in bills, is good.

Acceptance to pay according to the tenor of the bill, after the day of payment is paſt, is good.

A bill may be accepted for part, and the ſum accepted for is good againſt the acceptor.

Acceptance of a bill upon two partners by one, binds both, if it concerns the joint trade.

Acceptance of a ſervant uſually tranſacting buſineſs for his maſter is good; yet the ſervant ſhould expreſs ſuch acceptance to be for his maſter, or he is liable himſelf.

Of the Proteſt: The Neceſſity and Validity thereof: When to be made, and of giving Notice to the Drawer of the Drawee's Refuſal.

A PROTEST is abſolutely neceſſary on a foreign bill, where it is refuſed acceptance or payment, to charge the drawer.

Payee muſt demand acceptance from the drawee before proteſt.

If payee dies, there can be no proteſt before probate or adminiſtration.

If a bill, left for acceptance, be loſt, the drawee muſt give a note for the payment thereof, otherwiſe it may be proteſted.

If a bill be loſt, and no new one can be had, and the drawee does not inſiſt on having the original, but refuſes payment on another account, a proteſt made on a copy is ſufficient.

A proteſt is good evidence of non-acceptance or non-payment, until the contrary is proved.

A proteſt on a foreign bill is neceſſary to recover againſt the drawer, not only intereſts and coſts, but alſo principal; and

and ſuch proteſt muſt be made in due time, and timely notice given to the drawer. What is a *timely* notice muſt be determined by the cuſtom of the merchants.—Convenient notice muſt be given to the drawer of an inland bill, which notice, as to time, muſt reſt upon cuſtom, and the verdict of a jury.

But in caſe of non-payment of either foreign or inland bills, the ſafeſt way is to give as early notice to the perſon of whom it was received as poſſible, that is, by the firſt poſt, or rather to ſend the bill to a correſpondent to render it to the drawer or indorſer. Where they refuſe to accept the bill, it may be proteſted before the day of payment, for better ſecurity, but not for non-payment.

Of the Nature and Conſequence of Indorſements.

INDORSEMENTS is a term known in law, which, by the cuſtom of merchants, transfers the property of the bill or note to the indorſee (the perſon to whom it is paid) and is uſually made on the back of the bill, by the perſon who exchanges the bill, writing his name thereon.

Every man who writes his name upon the back of a bill becomes bound to the next holder for the amount thereof; it matters not whether he has received any value for the bill, or does it to ſerve a friend. The indorſement of his name implies to have received the value of the bill, and the law will compel him to be anſwerable for the ſame to the holder thereof.

Of who ſhall pay the Money: Of demanding it from the Drawer: Of ſuing him, and the Indorſer, and Acceptor.

EVERY drawer, indorſer, and acceptor of a bill of exchange is ſeparately liable to the payment thereof

On non-payment, the payee (the perſon to whom it is paid) may ſue the acceptor and drawer; but he can have but one ſatisfaction, that is, he can only recover from them jointly the amount of the bill in his hand.

He who accepts for the honour of the drawer is liable to the payment, although he may have no effects. The acceptance is an undertaking for the payment, and the law will oblige him.

If a bill be indorſed to the drawer of it, he may maintain an action as the indorſee, againſt the drawee, if the latter had effects of the drawer's at the time of drawing the bill; otherwiſe not.

The holder of a bill muſt tender it before the three days grace are expired.

If the indorſee indulges the acceptor after the bill is due in courſe of payment, it is at his own riſk; and if the acceptor fails, he has no remedy againſt the drawer, or perſon who paid him the bill.

The laſt indorſer of a bill of exchange may maintain an action againſt any of the former indorſers.

An indorſer of a bill who was paid it, muſt prove payment in an action againſt the acceptor.

The indorſer of a foreign bill of exchange may be charged without firſt reſorting to the drawer.

If the indorſee receives a ſum in part of the acceptor, he has no remedy againſt the drawer or any indorſer for the remainder, but againſt the acceptor only.

A man cannot be ſued in England, Scotland, or Ireland, on his acceptance of a bill of exchange abroad, after he has been diſcharged by the laws of that country.

It is not neceſſary to prove the hand of the drawer in an action againſt the acceptor, nor can the acceptor ſet up the forgery of the bill.

The aſſignee of the indorſee may ſue on a general indorſement to the latter only.

The winner ſhall not recover on a bill of exchange for money won at play againſt the acceptor, otherwiſe than in caſe of an indorſee.

If A. draws a bill payable to B. for the uſe of C and B. indorſes it to D. D. may bring an action for the money.

If a bill be aſſigned for a juſt debt, equity will not relieve, though the bill was at firſt given without conſideration.

Bill upon B. payable to C. is accepted by B. and indorſed by C. to D. B. is diſcharged of any payment as to C.

Of the Action and Remedy on a Bill of Exchange.

ACTION of debt, or a general *indebitatus aſſumſit* (*i. e.* he acknowledged himſelf indebted) lies againſt the drawer; but neither debt nor an *indebitatus aſſumſit* lies againſt the acceptor: therefore the remedy againſt him muſt be a ſpecial action on the caſe, founded on the cuſtom of merchants.

Need not aver the acceptance of a bill to be in writing.

Bill

Bill accepted for money won at play. The acceptor may plead the ſtatute in bar.

In action on a ſecond bill of exchange, it is not neceſſary to aver that the firſt and third were not paid.

If there are ſeveral indorſements, the firſt indorſer, in order to bring an action, muſt get the laſt indorſee to indorſe the bill to him.

If a bill be obtained by fraud, relief may be had in Chancery.

Forging any bill of exchange, or the acceptance thereof, is felony, without the benefit of clergy.

A bill accepted was loſt by payee: drawee was decreed to pay the money, on getting ſecurity to be indemnified.

Of the Evidence requiſite to ſupport an Action on a Bill of Exchange.

A. Gives B. a bill of exchange on C. in payment of a former debt; this will not be allowed as evidence on *non-aſſumſit*, unleſs paid, though B. kept it in his hands long after it was payable; for a bill ſhall never go in payment of a precedent debt, unleſs it be part of the contract that it ſhould be ſo.

An indorſer of a bill of exchange, who has paid it, muſt prove the payment in an action againſt the acceptor.

Indorſee need not prove the drawer's hand, becauſe, though it be a *forged* bill, the indorſer is bound to pay it.

Indorſee need not prove any demand on drawer.

To ſhew a proteſt, is not neceſſary to prove an inſtrument atteſted by a notary public.

A man may authoriſe another by parol to indorſe his name on a bill of exchange, and this is the ſame as if he had done it himſelf.

Action on a bill of exchange being by an executor, and upon a debt laid due to a teſtator, it was held neceſſary to prove that the acceptance was in the teſtator's time.

Demand muſt be made on the acceptor of a bill of exchange, or maker of a promiſſory note, before the indorſer can be ſued.

Sending a letter to the poſt-houſe is not ſufficient evidence of notice to the acceptor.

Defendant confeſſed that he was come to town to haſten on the trial of an action brought againſt him on an indorſement, and it was held ſufficient evidence of ſuch indorſement.

Of the Damages recovered for Non-payment.

INTEREST upon the bill commences from the day the demand was made.

Drawee accepts the bill, and ſome time after it is proteſted for non-payment, and thereupon the bill is indorſed to the drawer, who brought an action as indorſee, and held well, and intereſt was ruled to be payed from the time of proteſt.

To charge the drawer with intereſt and coſts, the drawee muſt refuſe to accept the bill in writing; nevertheleſs, if he accepts the bill by parol, he is liable to the principal ſum in the bill.

Stamp Duty on Inland Bills of Exchange.

FOR the ſtamp duties on bills of exchange and promiſſory notes, ſee, *Liſt of Stamps*, at the end of the CONSOLIDATED DUTIES.

It muſt be obſerved that all bills not ſtamped as thereinmentioned are invalid, and cannot be adduced as evidence in a court of juſtice.

I have been at ſome pains to digeſt theſe moſt material laws and cuſtoms, and adjudged caſes on bills of exchange, and truſt my labours will throw ſome light on the more obſcure part of the law, inform the ignorant, and tend to ſimplify and explain a doctrine which cannot be too well known in a commercial country: I will conclude with the ſeriouſly recommending

To the Drawer of Bills,

TO be well ſatisfied that they will be accepted and duly honoured before he draws; to this end I need not ſay how requiſite it is that he be aſſured of having effects in the hands of the perſon drawn upon, and alſo that he be a man of integrity and punctuality, who will not diſhonour his paper, but pay it regularly as it is due.

To the Acceptor,

THAT he accepts no bill but what he has effects in hand to anſwer.

To inſiſt upon his correſpondent adviſing of each bill ſoon as drawn, ſpecifying the number, date, ſum, time, and to whom payable; for if he ſhould accept or pay a forged draft, the loſs will fall on himſelf.

To

To adjuſt and balance all accounts of this nature, at leaſt once in three months, and oftner, if the drafts are large and continual.

To the Bill Holder,

TO exchange no drafts for a ſtranger, where you are not convinced of the validity thereof, from the *writing* of the drawer or acceptor: If not, offer to ſend the bill to one of the parties, and when in caſh, that you will account with him for the value.

See that the bill be drawn upon a ſtamp, according to the duties before directed, and that the words "value received" are expreſſed in the bill.

Make the perſon, paying the bill to you, indorſe his name on the back thereof. Take a regular copy of the bill in a book; a bill-book is moſt methodical.

If the bill is not accepted, preſent it for acceptance. If the perſon it is drawn upon will not accept, and alſo adds, he will not pay it when due, you had beſt return it to the indorſer or drawer immediately, taking a good bill or caſh for the ſame.

But if the drawee ſays he may pay it when due, wait till that day, preſent it for payment, and if refuſed then, have it proteſted, and for the amount call upon the indorſer. But as you have at preſent the indorſer and drawer as your ſecurity, be cautious how you give up the bill to either for their ſingle ſecurity, if doubtful.

When you remit a bill, indorſe on the back thereof, "Pay the contents to A. B. of C. or order D. E." this will prevent the bill being negociated, ſhould it fall into bad hands.

If the bill be payable to the bearer, write upon the face thereof, "Send by poſt, Auguſt, 1794, to A. B. of C. D. E." in red ink.—Indorſe no bill until you pay it away.

Of EXCHANGE.

THE courſe of exchange is the current price betwixt two places, which is always fluctuating and unſettled, being ſometimes above and ſometimes below par, according to the circumſtances of trade.

When the courſe of exchange riſes above par, the country where it riſes may conclude for certain, that the balance of trade runs againſt them. The truth of this will appear, if we ſuppoſe Britain to import from any foreign place goods to the value of one hundred thouſand pounds at par, and export only to the value of eighty thouſand pounds. In this caſe, bills on the ſaid foreign place will be ſcarce in Britain, and conſequently will riſe in value; and after the eighty thouſand pounds is paid, bills muſt be procured from other places at a high rate to pay the remainder, ſo that perhaps one hundred and twenty thouſand pounds, may be paid for bills to diſcharge a debt of one hundred thouſand pounds.

Though the courſe of exchange be in a perpetual flux, and riſes or falls according to the circumſtances of trade; yet the exchanges of London, Holland, Hamburgh, and Venice, in a great meaſure regulate thoſe of all other places in Europe.

Exchange with Holland.

MONEY-TABLE.

			par in ſterling, *s.*	*d.*
8 Pennings, or 2 duytes,	make 1	Grote or penny,	= 0	0.54
2 Grotes, or 16 pennings,		Stiver,	= 0	1.09
6 Stivers, or 12 pence,		Schilling,	= 0	6.56
20 Schillings,		Pound flemiſh	= 10	11.18
20 Stivers, or 40 pence,		Guilder or florin	= 1	9.86
6 Guilders, or florins,		Pound flemiſh	= 10	11.18
$2\frac{1}{2}$ Guilders, or florins,		Rix dollar	= 4	6.66

In Holland there are two ſorts of money, bank and current. The bank is reckoned good ſecurity; demands on the bank are readily anſwered; and hence bank money is generally rated from 3 to 6 *per cent.* better than the current. The difference between the bank and current money is called the *agio*.

Bills

Bills on Holland are always drawn in bank money; and if accounts be ſent over from Holland to Britain in current money, the Britiſh merchant pays theſe accounts by bills, and in this caſe has the benefit of the agio.

To reduce Bank Money to Current Money.

Rule.—As 100 to 100 + agio, ſo the given guilders to the anſwer.

Example.—What will 2210 guilders in bank money amount to in Holland currency, the agio being $3\frac{1}{8}$ *per cent?*

guild.

As 100 : $103\frac{1}{8}$: : 2210

8 ·	8	825
800	825	11050
		4420
		17680

guild. ſt. pen.

8100)1823250(2279 1 4 cur.

16	20
22	10100
16	8
63	2
56	16
72	32
72	32

Or, by Practice,

	2210
2 *per cent.* = $\frac{1}{50}$	44.2
1 *per cent.* = $\frac{1}{2}$	22.1
$\frac{1}{8}$ *per cent.* = $\frac{1}{8}$	2.7625
	2279.0625

If the agio only be required, make the agio the middle term, thus: *guild. ſt. pen.*

As 100 : $3\frac{1}{8}$: : 2210 : 69 1 4 agio. Or work by Practice, as above.

To

To reduce Current Money to Bank Money.

Rule.—As 100 + agio to 100, ſo the given guilders to the anſwer.

Example.—What will 2279 guilders, 1 ſtiver, 4 pennings, Holland Currency, amount to in bank money, the agio being $3\frac{1}{8}$ *per cent?*

	guild.	*guild.*	*guild.*	*ſt.*	*pen.*
As	$103\frac{1}{8}$	: 100	: : 2279	1	4
	8	8	20		
	825	800	45581		
	20		16		
	16500		273490		
	16		45581		
	990		729300		
	165		800		
	8)264000		8)583440000		
	3)33		3)72930 *guild.*		
	11		11)24310(2210 *bank.*		

In Amſterdam, Rotterdam, Middleburgh, &c. books and accounts are kept by ſome in guilders, ſtivers, and pennings, and by others in pounds, ſhillings, and pence, flemiſh.

Britain gives 1£. ſterling for an uncertain number of ſhillings and pence flemiſh. The par is 1£. ſterling for 36.59*s.* flemiſh; that is, 1£. 16*s* 7.08*d* flemiſh.

When the flemiſh rate riſes above par, Britain gains and Holland loſes by the exchange, and *vice verſa.*

Sterling money is changed into flemiſh, by ſaying,

As 1£. ſterling is to the given rate,

So is the given ſterling to the flemiſh ſought.

Or the flemiſh money may be caſt up by practice.

Dutch money, whether pounds, ſhillings, pence, flemiſh, or guilders, ſtivers, pennings, may be changed into ſterling, by ſaying,

As the given rate to 1£. ſterling,

So is the given Dutch to the ſterling ſought.

Example—A merchant in Britain draws on Amſterdam for 782£. ſterling: How many pounds flemiſh, and how many guilders will that amount to, exchange at 34*s.* 8*d.* per pound ſterling?

If

£.	s.	d.		£.
If 1	: 34	8	: :	782

12

416
782

832
3328
2912

12)325312

d.

2lo)271olg 4

1355 9 4 *flem.*

By Practice.

	£.	s.	d.
	782		
10s. = ½	391		
4s. = ⅕	156	8	
8d. = 1/6	26	1	4
	1355	9	4 *flem.*

Or thus,

	£.	s.	d.
	782		
14s. = 7/10	547	8	
8d. = 1/21	26	1	4
	1355	9	4 *flem.*

Multiply the flemiſh pounds and ſhillings by ſix, and the product will be guilders and ſtivers; and if there be any pence, multiply them by eight for pennings; or, divide the flemiſh pence by forty, and the quotient will be guilders, and the half of the remainder, if there be any, will be ſtivers, and one-penny odd, will be half a ſtiver, or eight pennings, as follows:

£.	s.	d.
1355	9	4
	6	8
guild. 8132	16	*ſtiv.*

flem. pence

4lo)3253112(32 rem.

guild. 8132 16 *ſtiv.*

II. Change 591£. 5s. flemiſh, into ſterling money, exchange at 37s. 6d. flemiſh, per pound ſterling?

flem.			*ſter.*		*flem.*
If 37	6	:	1	: :	591 5
2					20
5)75					11825
5)15					2
3					5)23650
					5) 4730
					3) 946
					315⅓

£. s. d.

Anſ. 315 6 8 *ſter.*

DECIMALLY.

5)£	£.	5)£.
If 1.875	: 1 : :	591.25
5) .375		5 118.25
5) .075		5) 23.65
.015		.015) 4.73(315.3
		45
		23
		15
		80
		75
		50
		45
		*5

Holland exchanges with other Nations as follows; *viz.* with

	ſtem.	*d.*
Hamburgh, on the dollar,	=	$66\frac{2}{3}$
France, on the crown,	=	54
Spain, on the ducat	=	$109\frac{4}{5}$
Portugal on the cruſade,	=	50
Venice, on the ducat,	=	93
Genoa, on the pezzo,	=	100
Leghorn, on the piaſtre,	=	100
Florence, on the crown,	=	120
Naples, on the ducat,	=	$74\frac{2}{3}$
Rome, on the crown,	=	136
Milan, on the ducat,	=	102
Bologna, on the dollar,	=	$94\frac{4}{9}$

Exchange between Britain and Antwerp, as alſo the Auſtrian Netherlands, is negociated the ſame way as with Holland; only the par is ſomewhat different, as will be deſcribed in article II. following:

Exchange

II. *Exchange with Hamburgh.*

MONEY-TABLE.

				par in ſterling.	*s.*	*d.*
12	Phennings,	make 1	Schilling-lub	=	0	$1\frac{1}{8}$
16	Schilling-lubs,		Mark,	=	1	6
2	Marks,		Dollar,	=	3	0
3	Marks,		Rix dollar,	=	4	6
$6\frac{1}{4}$	Marks,		Ducat,	=	9	$4\frac{1}{2}$

Books and accounts are kept at the bank, and by moſt people in the city, in marks, ſchilling-lubs, and phennings; but ſome keep them in pounds, ſchillings, and groots, flemiſh.

The agio at Hamburgh runs between twenty and forty per cent. All bills are paid in bank money.

Hamburgh exchanges with Britain by giving an uncertain number of ſchillings and groots flemiſh for the pound ſterling. The groot or penny flemiſh here, as alſo at Antwerp, is worth $\frac{54}{96}$ of a penny ſterling; and ſo ſomething better than in Holland, where it is only $\frac{54}{100}d.$ ſterling. *Flemiſh.*

6	Phennings,	make	1	Groot or Penny
6	Schilling-lubs,		1	Schilling
1	Schilling lub,		2	Pence or Groots
1	Mark,		32	Pence or Groots
$7\frac{1}{2}$	Marks,		1	Pound

The par with Hamburgh, and alſo with Antwerp, is 35*s.* $6\frac{2}{3}d.$ flemiſh for 1£. ſterling.

Example I.—How many marks muſt be received at Hamburgh for 300£. ſterling, exchange at 35*s.* 3*d.* flemiſh, per pound ſterling?

	£.	*s.*	*d.*		£.
If	1	: 35	3	: :	300
		12			
		423			
		300			
				m.	*ſch.*
		32)126900(3965			10
		96			
		309			
		288			

	210
	192
	180
	160
	(20)
	16
	)320
	32
	(0)

DECIMALLY.

flem.	*s.*		*marks*			*flem.*	*s.*
If	20	:	7.5	:	:	35.25	
	4	:	1.5	:	:	35 25	
						1.5	
						17625	
						3525	
						4)52.875	
Marks in 1£. sterling						13.21875	
						300	
Marks in 300£. sterling						3965.62500	
						16	
						3750	
						625	
					Schilling-lubs	10.000	

II. How much sterling money will a bill of 3965 marks 10 schilling-lubs amount to, exchange at 35*s.* 3*d.* flemith, per pound sterling?

fl.	*s.*	*d.*		£	*st.*		*marks*	*sch.*
If	35	3	:	1	:	:	3965	10
	12						32	2
	423						7930	20*d.*
							11897	
							423)126900(300£.	
							1269	

DECIMALLY.

4	:	1.5	: :	35.25
				1.5
				17625
				3525
				4)52.875(13.21875
				13.21875)3965.62500(300£. ster.
				3965.625

III. *Exchange with Poland and Pruſſia.*

MONEY-TABLE.

18 Penningen	make 1	Groſch	
3 Groſch		Ditkin	
2 Ditkins		Sixer	
3 Sixers		Tymph	
7½ Groſch		Arch de Halber	
4 Arch de Halbers		Florin or guilder	
3 Florins or guilders		Current	Dollar
4 Guilders		Specie	Dollar

Dantzick and Koningſberg, exchange with London by way of Amſterdam and Hamburgh; 270 Poliſh groſch being equal to 1£. groſs banco Holland, 110 Poliſh groſch being equal to one rix dollar banco of Hamburgh.

Example.—Change 2342 florins into ſterling money, 270 groſchi Poli, per pound flemiſh, and 34*s.* 4*d.* flemiſh, per pound ſterling?

If 270 : 1 : : 2342

30

2710)70260(260 4 5⅓ flemiſh

s. *d.* £. £. *s.* *d.*

Again. If 34 4 : 1 : : 260 4 5⅓

Or, If 1236 : 1 : : 187360 : 151£. 11*s.* 8½*d.* *Anſ.*

IV. *Exchange with Ruſſia.*

MONEY-TABLE.

3 Copecs	make	1 Altin
10 Copecs		1 Grievner
25 Copecs		1 Polpotin
2 Polpotins		1 Poltin
2 Poltins		1 Ruble
2 Rubles		1 Ducat

The Ruſſian rubles are converted into florins, current money of Amſterdam, and the current into bank money, according to agio of three or five per cent. and bank money into ſterling according to agio of three or five per cent. and bank money into ſterling according to the courſe of exchange between England and Amſterdam.

Example.—In 6420 rubles, 42 copecs, exchange 122 copecs per rix dollar current, agio 3 per cent. and 34*s.* 6*d.* flemiſh, per pound ſterling, how much ſterling money.

Rub. *Cop.*
6420 42
100

122)642042(5262$\frac{78}{122}$ Rix dollars
610

320
244

764
732

322
244

78

5262$\frac{78}{122}$ Rix dollars
×2$\frac{1}{2}$

10525$\frac{34}{122}$
2631$\frac{39}{122}$ } Florins cur.

13156$\frac{73}{122}$

flo. cu. *flo. ban.*
As 103 : 100 : : 13156$\frac{73}{122}$
Or, as 12566 : 100 : : 1605105 : 12773$\frac{2491}{62883}$ flo. ban.
Now 12773$\frac{2491}{62883}$ ×40=510935$\frac{53951}{62883}$ pence
And 34*s.* 6*d.*=414*d.* Then,
As 414 : 1 : : 510935$\frac{53951}{62883}$: 1234 2 10$\frac{1}{2}$ *Anſ.*

V. *Exchange with France.*

MONEY-TABLE.

				s.	*d.*
12 Deniers	} make {	1 Sol	=	0	0 $\frac{39}{80}$
20 Sols		1 Livre	=	0	9 $\frac{3}{4}$
3 Livres		1 Crown	=	2	5 $\frac{1}{4}$

At Paris, Rouen, Lyons, &c. books and accounts are kept in livres, ſols, and deniers; and the exchange with Britain is on the crown, or ecu, of three livres, or ſixty ſols Tournois. Britain gives for the crown an uncertain number of pence, commonly between thirty and thirty-four, the par, as mentioned above, being 29$\frac{1}{4}$*d.*

Example I.—What ſterling money muſt be paid in London to receive in Paris 1978 crowns, 25 ſols, exchange at 31$\frac{5}{8}$*d.* per crown?

	sols	*d.*		*cr.*	*sols*
If	60	: $31\frac{5}{8}$	: :	1978	25
				60	
	253				
				118705	
				253	
				356115	
				593525	
				237410	
				60)300323615 rem.	
				8)500539	
				12)62567	3
				210)5213	11
				£.260 13 $11\frac{3}{8}$ *Anſ.*	

By Practice.

			cr.	*ſols.*	
			1978	25	at $31\frac{5}{8}d.$
d.					
30	=	$\frac{2}{8}$	247	5	0
$1\frac{1}{2}$	=	$\frac{1}{20}$	12	7	3
$\frac{1}{8}$	=	$\frac{1}{120}$	1	0	$7\frac{2}{8}$
Sols 20	=	$\frac{1}{3}$	0	0	$10\frac{4}{8}$
5	=	$\frac{1}{4}$	0	0	$2\frac{5}{8}$
			260	13	$11\frac{3}{8}$

If you work Decimally, ſay,

cr.	*d. ſter.*		*cr.*	*d. ſter.*
As 1	: 31.625	: :	1978.416	: 62567.427083

II. How many French livres will 121£. 18*s.* 6*d.* ſterling amount to, exchange at $32\frac{7}{8}d.$ per crown?

	d.	*liv.*	£.	*s.*	*d.*
If	$32\frac{7}{8}$:	3 : :	121	18	6
		8	20		
	263	—			
		24	2438		
			12		
			29262		
			24		
			117048		
			58524		
			liv.	*sols.*	*den.*

263)702288(2670 — 5 11 *Anſ.*
Rem. (78 = 5 ſols 11 deniers.)

VI. *Exchange with Portugal.*

MONEY-TABLE.

			Par in Sterling.	*s.*	*d.*	*f.*
400 Rees	} make	1 Ree	=	0	0	0.27
1000 Rees	} make	1 Cruſade	=	2	3	
		1 Millree	=	5	$7\frac{1}{2}$	

In Liſbon, Oporto, &c. books and accounts are generally kept in rees and millrees; and the millrees are diſtinguiſhed from the rees by a mark ſet between them thus, 485 ℳ 372; that is, 485 millrees and 372 rees.

Britain as well as other nations, exchanges with Portugal on the millree; the par, as in the table, being $67\frac{1}{2}d.$ ſterling. The courſe with Britain runs from 63*d.* to 68*d.* ſterling per millree.

Example.—I. How much ſterling money will pay a bill of 827 ℳ 160 rees, exchange at $63\frac{3}{8}d.$ ſterling per millree?

	rees		*d.*		*mil. rees*
If	1000	:	$63\frac{3}{8}$	: :	827 160
	8		8		507
	8000		507		579012
					413580
					rem.

8000)419370.120 2

12) 52421—5*d.*

20) 4368—8*s.*

£. 218 8 5 $\frac{1}{4}$ *Anſ.*

By Practice.

mil. rees

827.160, at $63\frac{3}{8}d.$

d.			
60	=	$\frac{1}{4}$	206.790
3	=	$\frac{1}{20}$	10.3395
$\frac{3}{8}$	=	$\frac{1}{12}$	.861625
$\frac{1}{8}$	=	$\frac{1}{2}$	.4308125
			218.4219375

The rees, being thouſandth-parts of the millrees, are annexed to the integer, and the operation proceeds exactly as in decimals.

II. How many rees of Portugal will 500£. ſterling amount to, exchange at 5*s.* $4\frac{5}{8}d.$ per millree?

	d.		*rees*		£.
If	$64\frac{5}{8}$	:	1000	: :	500
	517		8		20
			8000		10000
					12
					120000
					8000
					mil. rees

517)960000000(1856.866 *Anſ.*

VII. *Exchange with Spain.*

MONEY-TABLE.

			par in ſterling.	*s.*	*d.*
34 Mervadies	make	1 Rial	=	0	$5\frac{5}{8}$
8 Rials	make	1 Piaſtre	=	3	7
375 Mervadies	make	1 Ducat	=	4	$11\frac{1}{4}$

In Madrid, Bilboa, Cadiz, Malaga, Seville, and moſt of the principal places, books and accounts are kept in piaſtres, called alſo *dollars*, *rials*, and *mervadies*; and they exchange with Britain generally on the piaſtre, and ſometimes on the ducat. The courſe runs from 35*d.* to 45*d.* ſterling for a piaſtre or dollar of eight rials.

Example.—I. London imports from Cadiz, goods to the value of 2163 piaſtres, 4 rials: How much ſterling will this amount to, exchange at $38\frac{3}{8}$*d.* ſterling, per piaſtre?

		piaſt.	*rials*	at $38\frac{3}{8}$*d.*
		2163	4	
d.				
24 =	$\frac{1}{10}$	216	6	
12 =	$\frac{1}{2}$	108	3	
2 =	$\frac{1}{6}$	18	0	6
$\frac{3}{8}$ =	$\frac{1}{80}$	2	5	$0\frac{3}{4}$
$\frac{1}{8}$ =	$\frac{1}{24}$	1	2	$6\frac{3}{8}$
		345	17	$1\frac{1}{8}$
			1	$7\frac{3}{5}$
		£. 345	18	$8\frac{5}{16}$ *Anſ.*

Rials	*d.*
4 = $\frac{1}{2}$	$38\frac{3}{8}$ each
	$19\frac{3}{16}$

II. London remits to Cadiz, 345£. 18*s.* $8\frac{5}{16}$*d.* How much Spaniſh money will this amount, exchange at $38\frac{3}{8}$*d.* ſterling, per piaſtre?

If $38\frac{3}{8}$: 1 : : 345 18 $8\frac{5}{16}$

	20
307	
2	6918
	12
614	
	83024
	16
	498149
	83024
Carried up	1328389

614)1328389(2163 piaſtres.
1228

1003
614

3898
3684

2149
1842

307
8

614)2456(4 rials.
2456

	piaſt.	*rials*
Anſ.	2163	4

VIII. *Exchange with Barcelona.*

MONEY-TABLE.

12 Deniers make a Sol, 20 Sols a Livre.
2 Sols a Real ardites.
28 Sols a current dollar of 8 Reals of plate.
$3\frac{1}{2}$ Sols a Real of plate of 34 maravedis of plate or 64 maravedis of vellon.
4 Current Dollars a current Piſtole.
5 Ditto a Piſtole of Gold.
38 Sols $7\frac{4}{17}$ deniers a Ducat of 375 maravedis.
$37\frac{1}{2}$ Sols a hard dollar of 5 Piſtreens.
$7\frac{1}{2}$ Sols a Piſtreen which in all other parts of Spain is reckoned at 4 Reals of vellon of $8\frac{1}{2}$ Quarts each, but in Catalona the comparative value of 4 Reals of vellon is only 7 Sols $5\frac{1}{4}$ deniers ſo that Piſtreens or hard dollars brought from Spain hither gain $\frac{5}{6}$ per cent.
3 Quarts (of which 16 are a Real of plate in Spain) are equal to 8 deniers Catalan.
In Majorca they keep their account in Livres, Sols, and deniers, 22 Sols 8 deniers of which make a current dollar of 28 Sols Catalan.

The Books are kept in Livres, Sols, and Deniers Catalan.

Barcelona exchanges with London, by the current dollar of 8 reals of plate, for 40 pence ſterling more or leſs; with Amſterdam, by the ducat of 375 maravedis, for 95 to 100 groot flemiſh banco more or leſs; with Paris, by the imaginary Piſtole of 4 current dollars, for 15 to 16 livres Tournois more or leſs; with Genoa, by the effective Piſtole of 5 current dollars for 23½ a ¾ livres Genueeſe current more or leſs.

There are no regulated exchanges with other foreign places, and with inland towns, as Madrid and others, bills loſe or gain according to circumſtances from ½ to 2 per cent.

The uſance is 60 days on foreign places, and on the inland 8 days ſight.

IX. *Exchange with Venice.*

MONEY-TABLE.

5⅙ Soldi, 24 Gros } make { 1 Gros; 1 Ducat = 50¼*d.* ſterling.

The money of Venice is of three ſorts, *viz.* two of bank money, and the picoli money. One of the banks deals in banco money, and the other in banco current. The bank money is twenty per cent. better than the banco current, and the banco current is twenty per cent. better than the picoli money. Exchanges are always negociated by the ducat banco, the par being 4*s.* 2¼*d.* ſterling, as in the table.

Though the ducat being commonly divided into twenty-four gros, yet bankers and negociators, for facility of computation, uſually divide it as follows, and keep their books and accounts accordingly.

12 Deniers d'or, 20 Sols d'or } make { 1 Sol d'or; 1 Ducat = 50¼*d.* ſterling.

The courſe of exchange is from 45*d.* to 55*d.* ſterling per ducat.

Example I.—How much ſterling money is equal to 1459 ducats, 18 ſols, 1 denier, bank money of Venice, exchange at 52¾*d.* ſterling money per ducat?

duc.

duc. *d.* *duc.* *sol.* *den.*

If 1 : $52\frac{3}{4}$: : 1459 18 1

$52\frac{3}{4}$

2918

7295

d. 75868

$\frac{1}{2}$ = $729\frac{4}{8}$

$\frac{1}{4}$ = $364\frac{6}{8}$

$76962\frac{2}{8}$

$47\frac{5}{8}$

12)77010

2lo)64117——6*d.* rem.

£.320 17*s.* 6*d.* ſterling. *Anſwer.*

	ſols			*d.*
	10	=	$\frac{1}{2}$	$26\frac{3}{8}$
	5	=	$\frac{1}{2}$	$13\frac{2}{8}$
	2	=	$\frac{1}{5}$	$5\frac{2}{8}$
	1	=	$\frac{1}{2}$	$2\frac{5}{8}$
den. 1		=	$\frac{1}{12}$	$0\frac{2}{8}$
				$47\frac{5}{8}$

$52\frac{3}{4}$ rate.

II. How many ducats at Venice are equal to 385£. 12*s.* 6*d.* ſterling, exchange at 4*s.* 4*d.* *per* ducat?

If .216 : 1 : : 385.625

216)385.625

21 385.625

195)347062.5(1779.8 *Anſwer.*

195

1520

1365

1556

1365

1912

1755

1575

1560

(15)

Bank

Bank money is reduced to current money, by allowing for the agio, as was done in exchange with Holland; *viz.* ſay, As 100 to 120, or as 10 to 12, or as 5 to 6, ſo the given bank money to the current ſought. And current money is reduced to bank money by reverſing the operation. And in like manner may picoli money be reduced to current or to bank money, and the contrary.

100 ducats banco Venice,

In Leghorn	= 73 pezzos	In Lucca	= 77 crowns
In Rome	= 68½ crowns	In Francfort	= 139½ florins.

X. *Exchange with Genoa.*

MONEY-TABLE.

12 Denari 20 Soldi	make	1 Soldi	*s.* *d.*	
		1 Pezzo	= 4 6	ſterling.

Books and accounts are generally kept in pezzos, ſoldi, and denari: but ſome keep them in lires, ſoldi, and denari; and 12 ſuch denari make 1 ſoldi, and 20 ſoldi make 1 lire.

The pezzo of exchange is equal to 5¾ lires; and conſequently, exchange money is 5¾ times better than the lire money. The courſe of exchange runs from 47*d.* to 58*d.* ſterling, per pezzo.

Example.—How much ſterling money is equivalent to 3390 pezzos, 16 ſoldi, of Genoa, exchange at 51⅞*d.* ſterling, per pezzo?

ſoldi	*d.*		*pez.*	*ſoldi*
If 20	: 51⅞	: :	3390	16
8			20	
160	415		67816	
			415	
			339080	
			67816	
			271264	

160)28143640(175897¾ = *£.* 732 *s.* 18 *d.* 1¾

If ſterling money be given, it may be reduced or changed into pezzos of Genoa, by reverſing the former operation.

Exchange

Exchange money is reduced to lire money by being multiplied by $5\frac{3}{4}$, as follows:

	pez.	*ſoldi*	Decimally.
	3390	16	3390·8
		$5\frac{3}{4}$	5·75
	16954	0	169540
$\frac{1}{2}$ =	1695	8	237356
$\frac{1}{4}$ =	847	14	169540
Lires	19497	2	Lires 19497·100

And lire money is reduced to exchange money by dividing it by $5\frac{3}{4}$.

In Milan, 1 crown	= 80
In Naples, 1 ducat	= 86
In Leghorn, 1 piaſtre	= 20
In Sicily, 1 crown	= $127\frac{2}{9}$

XI. *Exchange with Leghorn.*

MONEY-TABLE.

12 Denari 20 Soldi	make	1 Soldi	*s*	*d.*	
		1 Piaſtre =	4	6	*ſter*

Books and accounts are kept in piaſtres, ſoldi, and denari The piaſtre here conſiſts of 6 lires, and the lire contains 20 ſoldi, and the ſoldi 12 denari, and conſequently exchange money is 6 times better than lire money The courſe of exchange is from 47*d.* to 58*d.* ſterling per piaſtre.

Example.—What is the ſterling value of 731 piaſtres, at $55\frac{1}{2}d.$ each?

731 piaſtres at $55\frac{1}{2}d.$

s.	*d.*				
4 or	48	= $\frac{1}{5}$	146	4	
	6	= $\frac{1}{8}$	18	5	6
	$1\frac{1}{2}$	= $\frac{1}{4}$	4	11	$4\frac{1}{2}$

£. 169 0 $10\frac{1}{2}$ *Anſwer.*

Sterling money is reduced to money of Leghorn, by reverſing the former operation; and exchange money is reduced to lire money by multiplying by 6, and lire money to exchange money by dividing by 6.

100 piaſtres of Leghorn are,
In Naples = 134 ducats | In Geneva = 185⅓ crowns.
Soldi of Leghorn,
In Sicily, 1 crown = 133⅓
In Sardinia, 1 dollar = 95⅝

The above are the chief places in Europe with which Britain exchanges directly; the exchanges with other places are generally made by bills on Hamburgh, Holland, or Venice. We ſhall here, however, ſubjoin the par of exchange betwixt Britain and moſt of the other places in Europe, with which ſhe has any commercial intercourſe.

Par in ſterling.				£.	s.	d.
Rome	1	crown	=	0	6	1⅔
Naples	1	ducat	=	0	3	4½
Florence	1	crown	=	0	5	4⅝
Milan	1	ducat	=	0	4	7
Bologna	1	dollar	=	0	4	3
Sicily	1	crown	=	0	5	0
Vienna	1	rix dollar	=	0	4	8
Auſburgh	1	florin	=	0	3	1⅓
Francfort	1	florin	=	0	3	0
Bremen	1	rix dollar	=	0	3	6
Breſlau	1	rix dollar	=	0	3	3
Berlin	1	rix dollar	=	0	4	0
Stetin	1	mark	=	0	1	6
Embden	1	rix dollar	=	0	3	6
Bolſenna	1	rix dollar	=	0	3	8
Dantzick	13½	florins	=	1	0	0
Stockholm	34⅘	dollars	=	1	0	0
Ruſſia	1	ruble	=	0	4	5
Turkey	1	aſper	=	0	4	6

The following places, *viz.* Switzerland, Nuremburgh, Leipſic, Dreſden, Oſnaburgh, Brunſwick, Cologn, Leige, Straſburgh, Crawcow, Denmark, Norway, Riga, Revil, Narva, exchange with Britain, when direct exchange is made, upon the rix dollar, the par being 4*s.* 6*d.* ſterling.

XII. *Exchange with America and the Weſt Indies.*

In North America, and the Weſt Indies, accounts, as in Britain, are kept in pounds, ſhillings, and pence. In North America they have few coins circulating among them, and on that

that account have been obliged to ſubſtitute a paper-currency, for a medium of their commerce; which having no intrinſic value, is ſubject to many diſadvantages, and generally ſuffers a great diſcount. In the Weſt Indies, coins are more frequent, owing to their commercial intercourſe with the Spaniſh ſettlements.

Exchange betwixt Britain and America, or the Weſt Indies, may be computed as in the following examples:

Example I.—The neat proceeds of a cargo from Britain to Boſton amount to 845£. 17*s.* 6*d.* currency; how much is that in ſterling money, exchange at 80 per cent?

If 180 : 100
18 : 10
9 : 5 : £. 845 17 6
5
9)4229 7 6
£. 469 18 $7\frac{1}{3}$ ſterling. *Anſ.*

Example II.—Boſton remits to Britain a bill of 469£. 18*s.* $7\frac{1}{3}$*d.* ſterling: How much currency was paid for the bill at Boſton, exchange at 80 per cent?

If 100 : 180
5 : 9 : : £. 469 18 $7\frac{1}{3}$
9
5)4229 7 6
£. 845 17 6 currency. *Anſ.*

Example III.—How much ſterling money will 1780£. Jamaica currency amount to, exchange at 40 per cent?

If 140 : 100
14 : 10
7 : 5 : : £. 1780
5
7)8900
£. 1271 8 $6\frac{3}{4}$ ſterling. *Anſ.*

Bills of exchange from America, the rate being high, are an expenſive way of remitting money to Britain; and therefore merchants in Britain generally chooſe to have the debts due to them remitted home in ſugar, rum, or other produce.

XIII. *Exchange with Ireland.*

At Dublin, and all over Ireland, books and accounts are kept in pounds, ſhillings and pence, as in Britain; and they exchange on the 100*l*. ſterling.

The par of one ſhilling ſterling is one ſhilling and one penny Iriſh; and ſo the par of 100*l*. ſterling is 108*l*. 6*s*. 8*d*. Iriſh. The courſe of exchange runs from 6 to 15 per cent.

Example I.—London remits to Dublin 586*l*. 10*s*. ſterling: How much Iriſh money will that amount to, exchange at $9\frac{5}{8}$ per cent?

If 100 : $109\frac{5}{8}$: : 586.5
8 877

800 877 41055
41055
46920

800)5143605

642.950625

Anſ. 642*l*. 19*s*. Iriſh.

By Practice.

586.5

per cent.		
10 =	$\frac{1}{10}$	58.65
2 =	$\frac{1}{5}$	11.73 ſub.
8 =		46.92
1 =	$\frac{1}{8}$	5.865
$\frac{4}{8}$ =	$\frac{1}{2}$	2.9325
$\frac{1}{8}$ =	$\frac{1}{4}$	.733125
$9\frac{5}{8}$		56.450625 add.
		642.950625

Example II.—How much ſterling will 625*l*. Iriſh amount to, exchange at $10\frac{3}{8}$ per cent?

If $110\frac{3}{8}$: 100 : : 625
8 800

883 800 883)500000(566 5 $0\frac{1}{4}$ ſter. *Anſ.*

A TABLE of EQUATION.

Exhibiting at one view, the intrinsic value per cent. of the several Public Funds, in proportion to the different rates of interest they bear; by which any person may know, what Fund it will be most advantageous to purchase; and what proportion such purchase will bear to the value of Landed Estates.

3	3½	4	4½	5	5½	6	8	Years purchase.	Annual Interest. £.	s.	d.
3 p. cent. at 57 are equal	to 3½ at 66½	76	85½	95	104½	114	152	19	5	5	3
58½	68¼	78	87¾	97½	107¼	117	156	19½	5	2	6
60	70	80	90	100	110	120	160	20	5	0	0
61½	71¾	82	92¼	102½	112¾	123	164	20½	4	17	6
63	73½	84	94½	105	115½	126	168	21	4	15	2
64½	75¼	86	96¾	107½	118¼	129	172	21½	4	13	0
66	77	88	99	110	121	132	176	22	4	10	10
67½	78¾	90	101¼	112½	123¾	135	180	22½	4	8	10
69	80½	92	103½	115	126½	138	184	23	4	6	11
70½	82¼	94	105¾	117½	129¼	141	188	23½	4	5	1
72	84	96	108	120	132	144	192	24	4	3	4
73½	85¾	98	110¼	122½	134¾	147	196	24½	4	1	7
75	87½	100	112½	125	137½	150	200	25	4	0	0
76½	89¼	102	114¾	127½	140¼	153	204	25½	3	18	5
78	91	104	117	130	143	156	208	26	3	16	11
79½	92¾	106	119¼	132½	145¾	159	212	26½	3	15	5
81	94½	108	121½	135	148½	162	216	27	3	14	0
82½	96¼	110	123¾	137½	151¼	165	220	27½	3	12	8
84	98	112	126	140	154	168	224	28	3	11	5
85½	99¾	114	128¼	142½	156¾	171	228	28½	3	10	2
87	101½	116	130½	145	159½	174	232	29	3	8	11
88½	103¼	118	132¾	147½	162¼	177	236	29½	3	7	9
90	105	120	135	150	165	180	240	30	3	6	8
91½	106¾	122	137¼	152½	167¾	183	244	30½	3	5	6
93	108½	124	139½	155	170½	186	248	31	3	4	6
94½	110¼	126	141¾	157½	173¼	189	252	31½	3	3	5
96	112	128	144	160	176	192	256	32	3	2	6
97½	113¾	130	146¼	162½	178¾	195	260	32½	3	1	6
99	115½	132	148½	165	181½	198	264	33	3	0	7
100½	117¼	134	150¾	167½	184¼	201	268	33½	2	19	8
102	119	136	153	170	187	204	272	34	2	18	10
103½	121¾	138	155¼	172½	189¾	207	276	34½	2	17	11

EXPLANATION OF THE TABLE.

IN the newſpapers of the day, Auguſt 31ſt. I find that three per cent. annuities ſell at fifty-ſeven; *i. e.* that I muſt give fifty-ſeven pounds to purchaſe one hundred pounds in that fund.—And that bank ſtock ſells for one hundred and ſixteen pounds; *i. e.* I muſt give one hundred and ſixteen pounds to purchaſe one hundred pounds in that ſtock.

Query.—Which of theſe will bring me in moſt annual intereſt for my money; and what intereſt will each of them produce?

Anſwer.—To know this, look in the firſt column, containing the three per cents. for fifty-ſeven, and then in column nine of the ſame parallel line, where you will find that three per cents. purchaſed at fifty-ſeven, produce five pounds, five ſhillings and three-pence, per annum. Then go back to column ſix for bank ſtock, and you will find one hundred and four and a-half, which ſhews, that when three per cents. are at fifty ſeven, bank ſtock which pays five and a half per annum, is worth only one hundred and four and a half, conſequently, the price of that ſtock in the papers, is eleven and a half too dear in proportion.

Of FRACTIONS *in the Prices of Stocks.*

THE following table is inſerted for the uſe of the many hundreds who read the public newſpapers, without knowing the uſe of the odd $\frac{1}{4}$, $\frac{1}{8}$, &c. annexed to the price of ſtocks.

			s.	*d.*				*s.*	*d.*
$\frac{1}{8}$	— is —		2	6	$\frac{5}{8}$	— is —		12	6
$\frac{1}{4}$	——		5	0	$\frac{3}{4}$	——		15	0
$\frac{3}{8}$	——		7	6	$\frac{7}{8}$	——		17	6
$\frac{1}{2}$	——		10	0					

By this table you ſee, that if you find 60$\frac{7}{8}$ per cent. againſt 3 per cent. annuities, it means 60*l.* 17*s.* 6*d.* which is the price of 100*l.* of that ſtock in Exchange-Alley.

Of

Of the WEIGHTS *and* MEASURES *of various* COUNTRIES.

THE weights in common uſe throughout Great Britain, are troy and avoirdupois. Troy weight conſiſts of grains, pennyweights, ounces, and pounds; 24 grains making 1 pennyweight, 20 pennyweights 1 ounce, and 12 ounces 1 pound. The articles for which this weight is made uſe of are, bread (in corporation towns only) gold, ſilver, and apothecaries medicines. And to this weight corn meaſures are reducible; as 8 lbs. troy, make a gallon, 16 lbs. a peck, and 64 lbs. a buſhel. Liquid meaſures are alſo dependant upon troy weight, their concavities correſponding thereto in their different ſizes, from a pint conſiſting of 12 ounces (or 1 pound) up to a tun, containing 252 gallons, and weighing 2016 lbs. or 1890 lbs. avoirdupois: 2 pints make a quart, 4 quarts a gallon (containing 231 cubical inches) 63 gallons a hogſhead, 42 a tierce, 126 a pipe, and 252 a tun of brandy, cyder, wine, and the like.

Refiners and jewellers alſo make uſe of this weight in part; the former calling their ſmalleſt fractions blanks, of which 24 make a perit, 20 perits a droit, 20 droits a mite, 20 mites a grain, 24 grains a pennyweight, &c. The jewellers divide the ounce into 152 parts or carats, and theſe into grains, whereof 4 make a carat.

By avoirdupois weight, all groſs goods and baſe metals are weighed, ſuch as grocery, roſin, pitch, tar, tallow, ſoap, butter, cheeſe, iron, lead, copper, allum, and the like; its component parts are drams, ounces, pounds, quarters of a hundred, hundreds, and tuns; of which 16 drams make an ounce, 16 ounces a pound, 28 pounds a quarter of a hundred weight, 4 quarters (or 112 lbs.) 1 hundred weight, and 20 hundred (or 2240 lbs.) a tun. Beſides this hundred weight, there is another called the ſtannery hundred, by which tin is weighed to the king.

The avoirdupois ounce is lighter than the troy ounce, by near a twelfth part, 51 ounces troy being equal to 56 avoirdupois; but the avoirdupois pound is heavier than the troy, 17 pounds of this latter being equal to 15 pounds of the other.

Wool is generally ſold by the tod or clove; allowing 7 pounds to the clove, 14 pounds to the ſtone, 28 pounds to the tod, 128 pounds to the wey, 364 pounds to the ſack, and 4368 pounds to the laſt.

A fodder of Lead at Newcaſtle upon Tyne, is 21 hundred weight, at London they give only 19½ hundred weight of 112 pounds each; but at Hull a fodder is 19½ ſtannery hundreds of 120 pounds each; and at Cheſter, and a few other places, it is ſtill different.

In Eſſex, butter and cheeſe are weighed by the clove, or half ſtone, being 8 pounds, 32 of which cloves, or 256 pounds, are a wey; but in Suffolk 42 cloves, or 336 pounds, are allowed to the wey. A firkin of butter muſt weigh 56 pounds; and a firkin of ſoap 60 pounds; but 4 firkins of either make a barrel.

A ſtone of beef at London is 8 pounds, but in the country it is commonly 14 pounds. Horſe-racers alſo reckon 14 pounds to the ſtone; and it is the ſame with iron, ſhot, or wool; double the quantity of iron and ſhot being called a quarter, though a ſtone of ſugar, cinnamon, nutmegs, pepper, or allum, is but 13½ pounds.

A faggot of ſteel is 120 pounds, and a burden of gad ſteel 180 pounds.

A barrel of gunpowder is 100 pounds, and 24 barrels make a laſt.

A ſeam of glaſs is 24 ſtone (of 5 pounds each) or 120 pounds.

A truſs of hay 56 pounds, and a load or tun 36 truſſes.

Raw ſilk is ſold here by the pound of 24 ounces, or more properly one pound and a half avoirdupois; but organzines, trames, &c. by the common pound of 16 ounces.

In France, Holland, and moſt other places of Europe, the pound is termed mark weight, becauſe 2 marks of 8 ounces each compoſe it: ſo that in all places where this pound is uſed, it conſiſts of 16 ounces, in like manner as with us; and as moſt writers who have calculated the correſpondency of theſe different weights, have taken thoſe of Paris for a ſtandard, it will not be improper to follow their example; eſpecially as any not mentioned in the following table may be eaſily reduced by the rule of three, and for which reaſon it will be unneceſſary to notice more than ſuch as are not inſerted therein, or as make uſe of more weights than one.

At Peterſburgh, in Ruſſia, corn and other grains are ſold by chetworts, and 5½ Wincheſter buſhels make a chetwort, and 15 chetworts make a laſt.

A

A Ruſſ pound is		=	to 14½ oz. Engliſh.
40 ditto	are a pood	=	to 35 5/6 lbs.
10 pood	are a birkit		
63 ditto of hemp, iron, and flax,		=	to a tun Engliſh.
62½ ditto of tallow		=	to a tun Engliſh.
44 ditto of iſinglaſs, hides, briſtles or horſe-hairs, and caviar		=	to a tun Engliſh.

Weight of Linen Cloth.

60 pieces of ſail cloth		are	equal to a tun Engliſh.
90 ditto	raven ducks	are	= to ditto
80 ditto	ſlems. or ſheeting	are	= to ditto
120 ditto	drillings	are	= to ditto
3500 ditto	hard ſkin	are	= to ditto
1 aſhean		is	= to 28 inches Engliſh.
6000 ditto	broad diaper	are	= to a tun Engliſh.
6000 ditto	broad linens	are	= to ditto
8000 ditto	huckaback or diaper	are	= to ditto
8000 ditto	narrow linens	are	= to ditto
6000 ditto	craſh	are	= to ditto

At Koningſberg they reckon their weights by ſchipponds, conſiſting of 400 lbs. divided into 10 ſteens of 40 lbs. each. 100 lbs. of Paris make 125 lbs. of Koningſberg, and 100 lbs. of Koningſberg make 80 lbs. of Paris; ſo that the French hundred of ſalt yields near 10 laſts (which is little more than 40000 lbs.) at this place.

The ſchippond of Dantzick conſiſts of 320 lbs. containing 20 lieſponds of 16 lbs. each: Of which 100 lbs. make 88 8/9 lbs. at Paris; and on the contrary, 100 lbs. of Paris make 112½ lbs. at Dantzick. The hundred of French ſalt produces from 11½ to 12 Dantzick laſts (the laſt of that ſalt being 18 tuns) though the laſt of this commodity from Lunenbourg and Haran is only 12 tuns.

The weights of Elbing are the ſame with thoſe of Dantzick.

The ſchippond of Stetin contains 180 lbs. and its pierre 21 lbs. the 110 lbs. making 100 lbs. of Paris. The hundred of ſalt from France, yields here 10 laſts.

The ſchippond of Lubeck is 300 lbs. divided into 20 lieſponds of 15 lbs. each; and 100 lbs. of this place make 95 5/4 lbs. of Paris, and 100 lbs. of Paris 105 lbs. of Lubeck.

The 100 lbs. of Breſlau, make 80 lbs. at Paris, and 100 lbs. Paris make 125 lbs. at Breſlau. The

The 100 lbs Bremen are reckoned equal to 97 lbs. Paris, and 100 lbs. of Paris are eſteemed as 103 lbs. of Bremen.

Naumbourgh makes uſe of the ſame weights as Leipſick calculated in the table.

Erfort computes 100 lbs. to be equal to 92 lbs. of Paris, and 100 lbs. Paris make 108$\frac{2}{3}$ lbs. here.

The 100 lbs. of Berne are computed to make 90 lbs. Paris, and the 100 lbs. of Paris make 111 lbs. of theſe.

The 100 lbs of Cologne make 96 lbs. at Paris, and 100 lbs. at Paris are equal to 104 lbs. at Cologne.

The weights of Ghent, Bruſſels, Malines, and Bruges, correſpond exactly with thoſe of Antwerp.

The 100 lbs. of Liſle make 88$\frac{3}{4}$ lbs. at Paris; and 100 lbs. of Paris make 114 lbs at Liſle.

St. Malo is commonly ſuppoſed to have its weights equal with thoſe of Paris, though they are by ſome reckoned to be two per cent leſs.

Bayonne has its weights equal with thoſe of Paris. And at Lyons, two ſorts of weights are in uſe; thoſe of the city, by which all ſpecies of groſs goods are ſold, and whoſe pound, conſiſting of 16 ounces, only make 14 ounces mark weight; the other for ſilk only, containing 15 oz. the mark, ſo that 100 lbs. of ſilk make 108 lbs. city weight.

The city of Genoa has five ſorts of weights; the firſt called the *Great Weight*, uſed in the cuſtom-houſe; the ſecond *Caſh Weight*, for plate and coin; the third *Cantaro*, or the common quintal, for weighing groſs goods that are ſold; the fourth called the *Great Balance*, by which raw ſilks are weighed; and the fifth is called the *Small Balance*, and ſerves for weighing fine goods. And 90$\frac{4}{5}$ rotoli, or pounds, great weight, 100 rotoli caſh weight, 100 rotoli common weight, 144 lbs the great balance, or 153 lbs. the ſmall balance, make 100 lbs. of Paris weight.

The 100 lbs. of Rome, make within a trifle 71$\frac{1}{2}$ lbs. at Paris, and 100 lbs. of Paris make 140 lbs of Rome.

At Leghorn they make uſe of two ſorts of weights; *viz.* great and ſmall. And 93 lbs. of the great weight, or 140 lbs. of the ſmall weight, make 100 lbs. of Paris.

The quintal is reckoned variouſly, according to the ſpecie of goods ſold thereby; *i. e.* the quintal of Roman allum, or poor-jack, of dried and pickled herrings, and of ſalted ſalmon,

is

is ſold here by that of 150 lbs. the quintal of ſugars 151 lbs. and that for wool and fiſh 160 lbs.

The weights of Florence are the ſame as thoſe at Leghorn.

Lucca has two ſorts of weights, *viz.* great weight, of which $94\frac{1}{3}$ rotoli, or pounds, make 100 lbs. at Paris; and ſmall weight, of which $141\frac{1}{3}$ rotoli, make 100 lbs. of Paris.

Palermo in Sicily uſes alſo two ſorts of weights; of which 100 rotoli, great weight, make a trifle leſs than $141\frac{1}{3}$ lbs. of Paris; and 100 lbs. ſmall weight, make 65 lbs. of Paris.

At Barcelona, 12 ounces make one pound, 26 pounds one aroba, 4 arobas one quintal catalan of 104 lbs. or about 92 lbs. Engliſh; 125 pounds catalan make 112 lbs. Engliſh; and 120 pounds catalan make 100 lbs. of Amſterdam.

At Venice, the weights are likewiſe different, the pound of the ſmall weight conſiſting only of 12 ounces, and the pound of the great weight $18\frac{4}{5}$ of the ſame ounces; or it is otherwiſe reckoned, that 100 lbs. great weight, make 158 lbs. ſmall weight, and 100 lbs. ſmall weight, make $63\frac{1}{2}$ lbs. great weight: 100 lbs. great weight, making $95\frac{1}{2}$ lbs. of Paris, 100 lbs. ſmall weight, making 60 lbs. Paris. 100 lbs. of Paris, make at Venice 104 lbs. great weight, or 166 lbs. ſmall weight.

At Bologne, 100 lbs. make 66 lbs. at Paris, and 100 lbs. of Paris, make $151\frac{1}{2}$ lbs. of Bologne.

Bergame like Venice has two ſorts of weights; *viz.* great and ſmall; the ſmall has only 12 ounces to the pound, and the great has 30 ounces, or $2\frac{1}{2}$ ſmall pounds. The ſmall ſerves for weighing ſilk, cochineal, indigo, wax, and other drugs; and the great, for wool and other groſs goods. 100 lbs. ſmall weight of Bergame, make 59 lbs. of Paris; and 100 lbs. great weight, make $147\frac{1}{2}$ lbs. of ditto, and 100 lbs. of Paris, make 169 lbs. ſmall weight of Bergame, or 68 lbs. great weight of ditto.

The weights of Naples are the ſame with thoſe of Bergame.

Smyrna uſes the cantar, or quintal, with its fractions for the weight of goods.

The quintal weighs 45 oques or okkes, or 100 routels; the batmen makes 6 oques, the ſechie 2 oques,; the routel makes 180 dragmes, the oque 400 dragmes. The quintal of 100 routels or 45 oques as above, is equal to 114 lbs. of Paris; ſo that 100 lbs. of Paris, make about $87\frac{5}{7}$ routels of Smyrna.

It is reckoned that the oque weighs ſomewhat more than $2\frac{1}{2}$ lbs. of Paris, but this is according to the goods weighed thereby.

Conſtantinople has the heavieſt weights in all the Levant, though they are diſtinguiſhed as at Smyrna. The quintal conſiſts of 45 oques, and the oque of 400 dragmes, correſponding to $2\frac{9}{16}$ lbs. of Paris. It is reckoned that the quintal of Conſtantinople weighs $112\frac{3}{4}$ lbs. of Paris, 181 lbs. of Venice, or 160 lbs. of Leghorn; being divided into routels, oques, batmens, &c. as at Smyrna.

At Aleppo, they make uſe of divers ſorts of weights; *viz.* the quintal or cantar, of 100 rottels, each conſiſting of 720 dragmes; the ſurlo, which is $27\frac{1}{4}$ rottels; the rottel, with which moſt goods are weighed, containing (as above) 720 dragmes, which make $4\frac{8}{13}$ lbs. of Paris; the rottel for weighing the ſilks growing in the neighbourhood, is of 700 dragmes, and weighs $4\frac{10}{13}$ lbs. of Paris; the rottel for weighing Perſian ſilks, Legi de Burma, Ardaſſe and Ardaſſete, contains 680 dragmes, and weighs $4\frac{14}{19}$ lbs. of Paris; the Damaſſin rottel with which braſs, lattin wire, amber, camphire, benzoin, ſpikenard, balm of Mecca, and aloes wood, are weighed, contains 600 dragmes, and makes $3\frac{16}{78}$ lbs. of Paris; the ok, or oque, weighs 400 dragmes; and the metical, with which pearls and ambergris are weighed, is $1\frac{1}{2}$ dragme. 1 lb. Paris makes at Aleppo 156 dragmes; 1 lb. ſmall weight of Venice, 98 dragmes at Aleppo; and 1 lb. great weight of Venice, 112 dragmes at Aleppo.

The quintal of Tripoli makes $1\frac{1}{4}$ quintals of Aleppo, of 720 dragmes.

At Seyda (the ancient Sidon) there are two ſorts of weights in uſe; *viz.* the rottel Damaſſin, or Damaſquin, by which all ſorts of ſilks and cotton thread are ſold, reckoned at 600 dragmes, or $3\frac{3}{4}$ lbs. of Paris; and the acre, by which moſt of the groſs goods are ſold, and which is equal to $4\frac{4}{5}$ lbs. of Paris weight.

Alexandria makes uſe of a cantar or quintal for the weighing of goods, which varies according to the different ſpecies weighed by it: for ſome it conſiſts only of 100 rottels; and for others, of 105, 110, $112\frac{1}{2}$, 115, 120, 125, 130, and 133 rottels. The rottel farfarin is 144 dragmes, 100 of which rottels are reckoned equal to 125 lbs. of Leghorn; the rottel gerouin is 312 dragmes; and the okke, or oque, is 400 dragmes. The cantar, or quintal of 100 rottels, is ſuppoſed equal to 120 lbs. at Paris.

Roſetto has its weights the ſame as thoſe laſt mentioned of Alexandria.

Grand

Grand Cairo makes uſe of the quintal or cantar of 100 rottels, for the weighing moſt of its goods, reckoned equal to 88 lbs. of Paris; though a quintal of coffee yields 95 lbs. at Amſterdam, which is (as has been obſerved) the ſame with thoſe of Paris.

Note, theſe are all or at leaſt the principal places of trade, whoſe weights are not mentioned in the following table.

TABLE *ſhewing the* Agreement *which the* Weights *of the principal Places in Europe have with thoſe of London and Amſterdam.*

100 lbs. of England are equal to, *viz.*			100 lbs. of Amſterdam are equal to *viz.*		
	lbs.	*oz.*		*lbs.*	*oz.*
AT London	100	0	——	109	8
Edinburgh	80	0	——	87	8 1/3
——Amſterdam	91	8	——	100	0
——Antwerp	96	8	——	105	8
——Rouen	88	0	——	96	4
——Lyons	106	0	——	116	0
——Rochelle	90	9	——	99	0
——Toulouſe	107	11	——	118	0
——Marſeilles	113	0	——	123	8
——Geneva	81	7	——	89	0
——Hamburgh	93	5	——	102	0
——Francfort	89	7	——	98	0
——Lipſic	96	1	——	105	0
——Genoa	137	4	——	150	0
——Leghorn	132	11	——	145	0
——Milan	153	11	——	168	0
——Venice	152	0	——	166	0
——Naples	154	10	——	169	0
——Seville	97	0	——	106	0
——Cadiz	97	0	——	106	0
——Portugal	104	13	——	114	8
——Liege	96	5	——	105	4
——Ruſſia	112	0 2/3	——	123	0 1/12
——Sweden	107	0 1/24	——	117	0
——Denmark	89	0 1/2	——	97	13

N B. As the weights of Amſterdam, Paris, Bourdeaux, Straſburgh, Beſançon, and ſeveral other places, have but the minuteſt difference, they are all comprehended under thoſe of Amſterdam; and thoſe of Nuremberg are under Franckfort; and others in the ſame manner.

EXPLANATION.

By the help of the above table, and the application of the rule of three, any foreign weights may be reduced to their equivalents in Engliſh; or Engliſh weights to their equivalent quantities abroad.

Example.—What are 500 lbs. of Lyons equal to in England?

By the table, 106 lbs. of Lyons: 100 lbs. of England :: 500 lbs. of Lyons: 471 lbs. 12 oz. nearly.

TABLE *of the Agreement which the* CORN MEASURES, *in the principal Places in Europe, have with thoſe of England and Amſterdam.*

$10\frac{1}{4}$ Quarters Engliſh, or 82 Wincheſter buſhels (or a laſt at Amſterdam) make at

AIGUILLON 41 ſacks
Albi 25 ſetiers
Alicant 12 cahizes
Alkmaar 36 ſacks
Amersfort 16 muddes
Amſterdam 27 muddes, or 1 laſt
Antwerp $32\frac{1}{2}$ veertels
Arles 49 ſetiers
Bayonne 36 ſacks
Beaucaire 28 ſetiers
Beaumont 38 ſacks
Bergen-op-zoom 63 ſiſters
Bois le-duc $20\frac{1}{2}$ mouwers
Bommel 18 muddes
Bourdeaux 38 boiſſeux
Breda 33 veertels
Bruges $17\frac{1}{2}$ hoedts
Bruſſels 25 ſacks
Bueren 21 muddes
Cadillac $33\frac{1}{3}$ ſacks
Cadiz 52 hanegas
Cahors 100 cartes
Campen $24\frac{1}{2}$ muddes
Carcaſſone 35 ſetiers
Clairac $34\frac{1}{2}$ ſacks
Cleves $16\frac{1}{4}$ mouwers
Condom 41 ſacks
Copenhagen 42 tuns
Dantzick 1 laſt
Delf 29 ſacks
Deventer 36 muddes
Doeſbourg 22 mouwers
Dort, or Dordrecht 24 ſacks
Dunkirk 18 razieres
Edam 27 muddes
Elbing 1 laſt

Embden

(TABLE *continued.*)

10¼ Quarters Engliſh, or 82 Wincheſter buſhels (or a laſt at Amſterdam) make at

Embden 15¼ tuns
Erfelſteyn 21 muddes
Franckfort 27 malders
Ghent 56 halſters
Genoa 25 mines
Gimond 20 ſacks
Graveline 22 razieres
Haarlem 38 ſacks
Hamburgh 1 3/13 of a laſt
Heuſden 17¼ muddes
Hoorn, or Horne, 44 ſacks
Ireland 38 buſhels
Koningſberg 1 laſt
La Brille 40 ſacks
La Reole 30 ſacks
Lavaur 21 ſetiers
Leyden 44 ſacks
Libourne 35 ſacks
Liege 96 ſetiers
Liſle, in Flanders, 38 razieres
Liſbon 216 alquiers
Leghorn 40 ſacks
Louvain 27 muddes
Lubeck 95 ſchepels
Middlebourgh 41½ ſacks
Montfort 21 muddes
Muyden 44 ſacks
Naerden 44 ſacks
Nerac 33⅓ ſacks
Nieuport 17½ razieres
Oudewater 21 muddes
Paris 19 ſetiers
Porto Port 180 alquiers
Purmerent 27 muddes
Rabaſtens 17 ſetiers
Rhenen 20 muddes
Ruremonde 68 ſchepels
Riga 46 loopens
Rotterdam 29 ſacks
St. Giles 40 charges
St. Omer 22½ razieres
St. Valery 19 ſetiers
Saumur 19 ſetiers
Steenbergen 35 veertels
Stockholm 23 tuns
Terveer 39 ſacks
Thiel 21 muddes
Toulouſe 26 ſetiers
Tongres 15 muddes
Tonningen 24 tuns
Venloo 21¾ mouwers
Viaden 20 muddes
Utrecht 25 muddes
Zurick Zee 40 ſacks

Examples.—How many ſetiers will 20 laſts of England make at St. Valery.

The proportion will run thus;—as 82 buſhels: 19 ſetiers:: 20 laſts or 1600 buſhels: 370,74 ſetiers, nearly.

The quantity of a ſetier, or any other weight (or meaſure) mentioned in theſe tables, is found thus;—as 19 ſetiers: 82 buſhels Engliſh:: 1 ſetier: 4⅓ buſhels, nearly.

In the like manner any foreign meaſures, &c. may be equated, or Engliſh reduced to foreign.

A TABLE *ſhewing the Agreement and Coreſpondence which the Long Meaſures of the principal Places in Europe have with thoſe of London and Amſterdam.*

100 Aunes, or 125 yards of England, are equal to viz.		100 Aunes of Amſterdam, are equal to, viz.	
	Aunes.		*Aunes.*
AT London	100	——	60
Amſterdam	166 2/3	——	100
——Brabant	162 4/9	——	98 3/4
——France	97 1/12	——	58 1/2
——Hamburgh	200 1/24	——	120
——Breſlaw	208 1/3	——	125
——Dantzic	187 1/2	——	112 1/2
——Bergue	183 1/4	——	110
——Sweden	194 1/2	——	116 2/5
——St Gall	143 1/7	——	86
——St Gall (Cloth)	186 2/3	——	112
——Geneva	100	——	60
	Canes.		*Canes.*
——Marſeilles	58 1/4	——	35
——Toulouſe	62 2/5	——	37 1/2
——Genoa	50 1/1 3/5	——	30 1/2
——Rome	55 1/3	——	33
	Varas.		*Varas.*
——Spain	133 1/3	——	80
——Portugal	101 2/3	——	61
	Cavidos.		*Cavidos.*
——Portugal	166 2/3	——	100
	Braſſes.		*Braſſes.*
——Venice	170 1/3	——	102
——Bergamo	174 1/2	——	105 1/4
——Florence	194 1/7	——	117
——Milan	214 1/6	——	128 1/4
	Arſheens.		*Arſheens.*
——Peterſburgh	178 4/7	——	297 1/2 1 3

The aunes or ells of Amſterdam, Haerlem, Leyden, the Hague, Rotterdam, and other cities of Holland; as alſo that of Nuremberg, being all equal, are comprehended under that of Amſterdam. As thoſe of Oſnaburgh are under thoſe of France; and thoſe of Berne and Bazil are equal to thoſe of Hamburgh, Francfort, and Leipſic.

EXPLANATION.

EXPLANATION.

By the help of this table, and the application of the rule of three, any foreign meaſures may be reduced to their equivalents in Engliſh, or Engliſh meaſures, &c. to their equivalent quantities abroad.

Example.—Required how much 500 aunes or ells of Geneva are equal to at Amſterdam?

By the table, if 60 aunes of Geneva be equal to 100 of Amſterdam, 500 will, by the rule of proportion, be equal to $833\frac{1}{3}$.

Of LIQUID MEASURES.

THE ordinary ſmalleſt liquid meaſure in Great Britain, is called a pint, with its fractions; two pints make a quart, two quarts a pottle, two pottles a gallon; eight gallons a firkin of ale, and nine a firkin of beer; two firkins a kilderkin, and two kilderkins a barrel; one barrel and a half make a hogſhead, two hogſheads a pipe or butt, and two pipes a tun.

The Engliſh wine meaſures are ſmaller than thoſe of ale or beer, and are proportioned as four to five; ſo that four gallons beer meaſure are almoſt five gallons wine meaſure; of which latter, a gallon is two hundred and thirty-one cubical inches, and eight pounds one ounce and eleven drams avoirdupois, of rain water. Of theſe gallons a runlet of wine holds eighteen, half a hogſhead thirty-one and a half gallons, a tierce forty-two gallons, a hogſhead ſixty-three gallons, a puncheon eighty-four gallons, a pipe or butt one hundred and twenty-ſix, and a tun two hundred and fifty-two gallons, or two thouſand and ſixteen pints; by which meaſure, wine, brandy, vinegar, cyder, and the like, are ſold.

Foreign veſſels for wine, vinegar, and other liquors have various denominations, according to their different ſizes, and the places from whence they are brought.

The wœders, of Germany, for Rheniſh and Moſelle wines, are different in their guages; ſome containing 14 aumes Amſterdam meaſure, and others more or leſs.

The aume, is reckoned at Amſterdam for 8 ſteckans, or 20 verges or veertels; or for one-ſixth of a tun of 2 pipes, or 4 barrels of France or Bourdeaux; which one-ſixth is called at this

this latter, tiercon, becauſe three of them make a pipe, or 2 barrels, and 6 the ſaid tun.

The ſteckan is 16 mingles, or 32 pints; and the verge or veertel is in reſpect of the ſaid Rheniſh and Moſelle, and ſome other ſorts of wine, of 6 mingles; but in meaſuring brandy, it conſiſts of $6\frac{1}{6}$ mingles. The aume is divided into 4 ankers, and the anker, 2 ſteckans or 32 mingles.

The anker is taken ſometimes for the twenty-fourth of a tun of 4 barrels; on which footing the Bourdeaux barrel ought to contain at Amſterdam (when the caſk is made according to the juſt guage) $12\frac{1}{2}$ ſteckans, or 200 mingles, wine and lees; or 12 ſteckans or 192 mingles, racked wine; ſo that the Bourdeaux tun of wine contains 50 ſteckans or 800 mingles, wine and lees; and 48 ſteckans, or 768 mingles, of pure wine.

The barrels or poincons of Nantz, and other places on the River Loire, contain only 12 ſteckans, Amſterdam meaſure. The wine tun of Rochelle, Cognac, Charente, and the Iſle of Rhe, differs very little from the tun of Bourdeaux, and conſequently from the barrels and pipes.

A tun of wine of Chaloſſe, Bayonne, and the neighbouring places, is reckoned 60 ſteckans, and the barrel 15, Amſterdam meaſure.

The muid of Paris contains 150 quarts, wine and lees, or 280 pints of clear wine; of which muids 3 make a tun; and the fractions are, the muid of 36 ſetiers, the ſetier of 4 quarts, the quart of 2 pints, the pint of 2 chopins, the chopin of 2 demi-ſetiers, and the demi-ſetier of 2 poiſſons. The muid is alſo compoſed of pipes, poincons, quarteaux, queues, and demi-queues. Theſe poincons of Paris and Orleans, contain about 15 ſteckans, Amſterdam meaſure, and ought to weigh, with the caſks, 666 lbs. a little more or leſs.

In Provence they reckon by mille-roles. The mille-role of Toulon weighs about 130 lbs. mark weight, and ought to contain 66 Paris pints, which nearly equal 100 pints of Amſterdam.

In Lower Languedoc, as at Montpelier, the muid contains 18 ſetiers, and the ſetier 32 pots or peckez; ſo that the muid makes 576 pots, and yields at Amſterdam 35 ſteckans, or 560 mingles; but the caſks of Montpelier are never of an equal guage, ſome muids containing more than others.

The butts or pipes from Cadiz, Malaga, Alicant, Benicarlo,

carlo, Saloe, and Mataro, in Spain, and from the Canaries, ſubject to that crown, from Liſbon, Oporto, and Fayal in Portugal, are very different in their guages, though in affreightments they are all reckoned two to the tun.

Vinegar is meaſured as wine; but the meaſures for brandies being different, it will be proper to give an account of them.

Brandy from France, Spain, and Portugal, is uſually ſhipped in large caſks, called pipes, butts, and pieces, according to the places from whence they are exported; and differing in their contents, not only from one another, but very often even among thoſe embarked at the ſame place.

In France, brandy is ſhipped in caſks called pieces at Bourdeaux, and in pipes at Rochelle, Cognac, the Iſle of Rhe, Nantz, and other neighbouring places; which contain ſome more and ſome leſs, even from 60 to 90 Amſterdam verges, or veertels, according to the capacity of the veſſels, and the places they come from; which being reduced into barrels, will ſtand as follows:

	The barrel.
At Rochelle, Cognac, the Iſle of Rhe, and the country of Aunis, - - -	27 veertels
At Nantz, and ſeveral other places of Bretagne and Anjou, - - - -	29 veertels
At Bourdeaux, and different parts of Guienne	32 verges
At Amſterdam, and other cities in Holland	30 veertels
At Hamburgh and Lubeck - - -	30 verges
At Embden - - - - -	27 verges

In Provence and Languedoc, brandy is ſold by the quintal, the caſks included; and at Bruges in Flanders, the verges are called ſeſters, of 16 ſtops each, and the ſpirits ſold at ſo much a ſtop.

The mingle of brandy at Amſterdam weighs 2 lbs. 4 oz. mark weight, and the verge or veertel about 14 lbs. at which rate the 30 verges muſt weigh 420 lbs.

The pieces of brandy ſold at Bourdeaux commonly contain from 50 to 80 verges, 32 verges being reckoned to a barrel; the verge contains $3\frac{1}{2}$ pots, or a little leſs, and the barrel near 110 pots, Bourdeaux meaſure.

Olive oil is alſo ſhipped in caſks of various ſizes, according to the cuſtom of the places where it is embarked, and for the conveniency of ſtowage. Gallipoly, Leghorn, France, Majorca,

jorca, and ſeveral parts of Spain and Portugal, ſupply the northern parts of Europe with this commodity, as well for eating, as for cleanſing woollens, and for making ſoap. In England, it is ſold by the tun of 236 gallons, and at Amſterdam by the tun of 717 mingles, or 1434 pints; the caſks in which it is imported, contain from 20 to 70 ſteckans, at 16 mingles a ſteckan, the mingle weighing 2 lbs. and from 2 to 4 ounces, according to the place of the oil's growth.

It is reckoned that the barrel of oil at Genoa weighs near 187½ lbs. net, which is equal to 125 lbs. at Amſterdam; and 14 of theſe barrels, or thereabouts, make the ſaid 717 mingles, which ought to weigh 1750 lbs. at the laſt mentioned place.

At Leghorn, the barrel of oil weighs 85 lbs. which a little exceeds 59 lbs. at Amſterdam, and is more frequently ſhipped in jars and flaſks than in caſks.

In Provence it is ſold by mille-roles, of 66 Paris pints, which make about 100 pints at Amſterdam.

Oil from Spain and Portugal is brought in pipes or butts of different guages; in Spain it is ſold by roves, of which about 40 go to the butt; and in Portugal by almoudas, whereof 26 make a pipe; the almouda contains 12 canadors, the canador making near a mingle at Amſterdam.

Train oil is ſold in England by the tun, and at Amſterdam by the barrel of 12 ſteckans.

Honey is ſold with us by the pound; though in Amſterdam, where great quantities are imported from Bourdeaux, Bayonne, Bretagne, Provence, Hamburgh, Bremen, and ſeveral other places, it is ſold by the tun or barrel.

Beer at Amſterdam is commonly put into tuns or barrels, half, quarter, and half-quarter barrels; and ſometimes in pipes, butts, and other ſuch large caſks, for their Eaſt and Weſt India proviſions. The tun or barrel ought to contain 1 aume, or 8 ſteckans, making 128 mingles, and the other veſſels in proportion.

At Barcelona 4 palms make a varr, 2 varrs a cane, 3½ palms make a Dutch ell, 6 palms make an ell of Lions, 1 cane is 1¾ yard Engliſh, 12 cortans make one quartera of corn, 4 quarteras make an Engliſh quarter, 44 quarteras make a Dutch laſt, 100 quarteras are equal to 128 fanegas at Cadiz, 16 cortans make a carga of wine or brandy, 4 cargas compoſe the regular pipe of 61 Dutch vertels or 124 gallons Engliſh, 42 cantaros

cantaros of Valencia is a pipe of the ſame quantity, a regular pipe of oil at Majorca contains 107 cortans or about 118 gallons Engliſh.

TABLE *of Weights, Meaſures and other uſeful things, not before inſerted.*

A LOAD of timber un hewed, 40 feet
A load of ſquare timber, 50 feet
A load of one inch plank, 600 ſquare feet
A load of 1½ inch plank, 400 ſquare feet
A load of 2 inch plank, 300 ſquare feet
A load of 2½ inch plank, 240 ſquare feet
A load of 3 inch plank, 200 ſquare feet
A load of 3½ inch plank, 170 ſquare feet
A load of 4 inch plank, 150 ſquare feet
A hundred of deals, 120
A chaldron of coals, 36 buſhels
A hogſhead of wine, 63 gallons
Ditto of beer, 54 gallons
A barrel of beer, 34 gallons; but within the bills of mortality, 36 gallons
A barrel of ale, 32 gallons
A ream of paper is 20 quires
A quire of paper is 24 ſheets
A bale of paper 10 reams
A roll of parchment or vellum, 5 dozen, or 60 ſkins
A dicker of hides, 10 ſkins
Ditto of gloves, 10 dozen pair
A laſt of hides 20 dickers
A groſs, 144, or 12 dozen
A buſhel of corn, eight gallons
A quarter of ditto, eight buſhels
A laſt of corn or rape ſeed, 10 quarters, or 80 buſhels
A laſt of pot aſhes, cod fiſh, white herrings, meal, pitch, and tar, 12 barrels
Ditto of flax and feathers, 17cwt.
—— of gunpowder, 24 barrels, or 2400 lbs.
An ell Engliſh is 45 inches
An ell Flemiſh, 27 inches
An ell French, 54 inches
A tun of Greenland oil, 252 gal.
Do. of Genoa ſweet oil, 236 gal.
5½ yards a pole
40 poles in length a furlong
8 furlongs in length, a mile
1760 yards, a mile
60 nautical miles a degree, or 69½ ſtatute miles nearly
144 ſquare inches, a ſquare foot
9 ſquare feet a ſquare yard
40 ſquare poles a rood
4 ſquare roods an acre
4840 ſquare yards an acre
640 ſquare acres a mile
1728 ſolid inches, a foot
27 ſolid feet, a yard
48 ſolid feet of timber, a tun
231 ſolid inches, a wine gallon
282 ditto, a beer or ale gallon
1 lb avoirdupois is equal to 7000 grains troy
1 oz. avoirdupois is equal to 437½ grains troy
4 lbs. avoirdupois is equal to 3 lbs. troy, nearly

A load of bricks, 500; and plain tiles 1000
A ſtone of fiſh in London, 8lbs. but in the country, commonly 14 lbs.
A cade of red herrings, 500; and of ſprats, 1000

Barrels of ſundry Commodities.

Anchovies, 30 lbs.
A double barrel, 60 lbs.
Nuts and apples, 3 buſhels
Pot aſh or barrilla, 200 lbs.
Oil, 31¼ gallons
Candles, 10 dozen lbs.
Raiſins, 1 cwt.
Spaniſh tobacco, 2 to 3 cwt.
Soap, 250 lbs.
Barrel of ſalmon, or eels 42 gal.
Herrings, 32 gallons
Figs, 3 qrs. 14 lbs. to 2¼ cwt.

A firkin of ſoap or herrings is equal to a firkin of ale, two making a barrel.

Things in wholeſale trade bought and ſold by the thouſand.

Cuttle bones
Oranges and lemons
Chair-nails
Tacks and tenter hooks
Pomegranates and tazels
Gooſe-quills rough and thimbles
Bricks
Clinkers or Flanders tiles
Billets and leaves of horn
Barrel hoops
Squirrel-ſkins
Slate and hilling ſtones

Pins and ſmall needles by the 1000 dozens.

Things bought and ſold at ſix ſcore to the hundred.

Banks and barlings
Barrel and pipe boards
Bomſpars and bow ſtaves
Canſpars and caprevans
Herrings and deal boards
Nails, eggs, and cod-fiſh, cole, ling, and Newfoundland fiſh, ſtock-fiſh of all ſorts
Ells of canvas, and moſt foreign linens
Hogſhead ſtaves

NEWCASTLE GRINDSTONE MEASURE.

				Chal.					Chal.
1	Grindſtone	8	Foot	is 1	9	Grindſtones	4	Foot	are 1
3	Ditto	7	do.	are 2	18	Ditto	3	do.	are 1
3	Ditto	6	do.	are 1	27	Ditto	2	do.	are 1
5	Ditto	5	do.	are 1	36	Ditto	1	do.	are 1

N. B. 8 Inches are 1 foot; meaſure croſs the ſtone and one edge.

TABLE,

TABLE, *shewing from the Price of the Hundred Weight, the value of the Quarter, Stone, Half-stone, and Pound.*

No.	1 *qr.*		1 *st.*			*half st.*			1 *lb.*	
s.	*s.*	*d.*	*s.*	*d.*	*q*	*s.*	*d.*	*q*	*d.*	*q* 7*lbs.*
1	0	3	0	1	2	0	0	3	0	0,3
2	0	6	0	3		0	1	2	0	0,6
3	0	9	0	4	2	0	2	1	0	1,2
4	1	0	0	6		0	3		0	1,5
5	1	3	0	7	2	0	3	3	0	2,1
6	1	6	0	9		0	4	2	0	2,4
7	1	9	0	10	2	0	5	1	0	3
8	2	0	1	0		0	6		0	3,3
9	2	3	1	1	2	0	6	3	0	3,6
10	2	6	1	3		0	7	2	1	0,2
11	2	9	1	4	2	0	8	1	1	0,5
12	3	0	1	6		0	9		1	1,1
13	3	3	1	7	2	0	9	3	1	1,4
14	3	6	1	9		0	10	2	1	2
15	3	9	1	10	2	0	11	1	1	2,3
16	4	0	2	0		1	0		1	2,6
17	4	3	2	1	2	1	0	3	1	3,2
18	4	6	2	3		1	1	2	1	3,5
19	4	9	2	4	2	1	2	1	2	0,1
20	5	0	2	6		1	3		2	0,4
21	5	3	2	7	2	1	3	3	2	1
22	5	6	2	9		1	4	2	2	1,3
23	5	9	2	10	2	1	5	1	2	1,6
24	6	0	3	0		1	6		2	2,2
25	6	3	3	1	2	1	6	3	2	2,5
26	6	6	3	3		1	7	2	2	3,1
27	6	9	3	4	2	1	8	1	2	3,4
28	7	0	3	6		1	9		3	0
29	7	3	3	7	2	1	9	3	3	0,3
30	7	6	3	9		1	10	2	3	0,6
31	7	9	3	10	2	1	11	1	3	1,2
32	8	0	4	0		2	0		3	1,5
33	8	3	4	1	2	2	0	3	3	2,1
34	8	6	4	3		2	1	2	3	2,4
35	8	9	4	4	2	2	2	1	3	3
36	9	0	4	6		2	3		3	3,3
37	9	3	4	7	2	2	3	3	3	3,6
38	9	6	4	9		2	4	2	4	0,2

PRICE of the HUNDRED WEIGHT, in Shillings.

(TABLE *Continued.*)

PRICE of the HUNDRED WEIGHT, in Shillings.

No.	1 *qr.*		1 *ft.*			*half ft.*			1 *lb.*	
s	*s.*	*d.*	*s.*	*d.*	*q.*	*s.*	*d.*	*q.*	*d.*	*q.* 7*ths.*
39	9	9	4	10	2	2	5	1	4	0,5
40	10	0	5	0		2	6		4	1,1
41	10	3	5	1	2	2	6	3	4	1,4
42	10	6	5	3		2	7	2	4	2
43	10	9	5	4	2	2	8	1	4	2,3
44	11	0	5	6		2	9		4	2,6
45	11	3	5	7	2	2	9	3	4	3,2
46	11	6	5	9		2	10	2	4	3,5
47	11	9	5	10	2	2	11	1	5	0,1
48	12	0	6	0		3	0		5	0,4
49	12	3	6	1	2	3	0	3	5	1
50	12	6	6	3		3	1	2	5	1,3
51	12	9	6	4	2	3	2	1	5	1,6
52	13	0	6	6		3	3		5	2,2
53	13	3	6	7	2	3	3	3	5	2,5
54	13	6	6	9		3	4	2	5	3,1
55	13	9	6	10	2	3	5	1	5	3,4
56	14	0	7	0		3	6		6	0
57	14	3	7	1	2	3	6	3	6	0,3
58	14	6	7	3		3	7	2	6	0,6
59	14	9	7	4	2	3	8	1	6	1,2
60	15	0	7	6		3	9		6	1,5
61	15	3	7	7	2	3	9	3	6	2,1
62	15	6	7	9		3	10	2	6	2,4
63	15	9	7	10	2	3	11	1	6	3
64	16	0	8	0		4	0		6	3,3
65	16	3	8	1	2	4	0	3	6	3,6
66	16	6	8	3		4	1	2	7	0,2
67	16	9	8	4	2	4	2	1	7	0,5
68	17	0	8	6		4	3		7	1,1
69	17	3	8	7	2	4	3	3	7	1,4
70	17	6	8	9		4	4	2	7	2
71	17	9	8	10	2	4	5	1	7	2,3
72	18	0	9	0		4	6		7	2,6
73	18	3	9	1	2	4	6	3	7	3,2
74	18	6	9	3		4	7	2	7	3,5
75	18	9	9	4	2	4	8	1	8	0,1
76	19	0	9	6		4	9		8	0,4
77	19	3	9	7	2	4	9	3	8	1

AN
ALPHABETICAL LIST
OF
Goods, Wares and Merchandiſe,

With the *Net Duty* chargeable on each ARTICLE, that may be imported into the Kingdom of Great Britain,

AND

The DRAWBACK allowed on the Exportation thereof out of the ſaid Kingdom.

As eſtabliſhed by the Acts of 27 Geo III. Chap. 13. and 32 with the Alterations and Amendments of ſubſequent Acts.

AGA (INWARDS.) ANN	Duty. £.	s.		Drawback £	s.	d.
AGATES, rough, ſmall as a bean, the hundred dozen		3			2	8
Agates, rough, large, the piece			1½			1
Alderney; ſee jerſey						
Ale; ſee beer						
Almonds; ſee grocery						
Almonds bitter; ſee drugs						
Allum, the cwt.		7	2		6	2
—— Roch; ſee drugs						
—— Alumen plume; ſee drugs						
Amber the pound		1	3		1	1
—— imported by the E. I. com. the lb.		1	5		1	3
—— beads; ſee beads						
—— Oil; ſee drugs						
Anchor-ſtocks; ſee wood						
Anchovies; ſee fiſh						
Anniſeeds; ſee grocery						
Annotto, the pound			1½			
* See 8 Geo. I. chap. xv.						

* Theſe references to acts of parliament principally relate either to the conditions and regulations whereby the articles preceding the references may be imported or exported, or by which goods, wares, and merchandiſe, from particular places, may be entered duty free, or when part or all the duty is allowed in certain caſes, or when any articles are allowed to be warehouſed at a low duty.

APP (INWARDS.) BEE	Duty. £	s.	d.	Drawback. £	s.	d.
Apples, the buſhel - - - - - - -		2	4			4
Apples, dried, the buſhel - - - - -		3				4
Aqua Fortis; ſee drugs						
Archelia; ſee orchelia						
Argoil, the cwt. - - - - - - - -		2	7			
See 8 Geo. I. chap. xv.						
Arrack; ſee ſpirits						
Arrangoes; ſee Eaſt-India goods						
Aſhes; viz. pearl aſhes, the cwt. - -		2	3			
Aſh, pot, the cwt. - - - - - - - -		2	3			
Aſhes, pearl and pot, made in the Britiſh colonies in America; ſee 24 Geo. II. chap. li.						
Soap, weed and wood aſhes, the cwt.			7			
BACON, the cwt. - - - - - -	2	7		2	6	4
Bacon, from Ireland; ſee 8 Geo III. chap. ix. and 16 Geo. III. chap. viii.						
Balks; ſee wood						
Balls; viz. waſhing balls, the pound -			6			
Bandſtring twiſt; ſee twiſt						
Barilla, the cwt. - - - - - - - -		5	3		5	
Bark of Oak; ſee oak bark						
Barley; ſee corn						
Barley hulled, or pearl barley; ſee drugs						
Baſket-rods, the bundle, being three feet about at the band - - - - - -		1	6		1	4
Baſkets; viz. hand-baſkets, the dozen			9			8
Baſt, or ſtraw-hats, or bonnets; ſee hats						
Baſt or ſtraw, to make hats; ſee platting						
Baſt ropes the cwt. - - - - - - -		1	10			
Battens; ſee wood						
Battery, the cwt. - - - - - - - -	2	5	2	2		8
Bay-berries; ſee drugs						
Beads; viz. amber beads, the pound		4	5		4	2
—— Cryſtal, the thouſand - - -		13	3		11	8
—— Coral, the pound - - - - - -		4	5		4	2
—— Glaſs; ſee bugle						
—— Jet, the pound - - - - - -		1	5		1	3
Beans; ſee corn						
Beef from Ireland; ſee 8 Geo. III. chap.						

ix. and

BEE (INWARDS.) BOX	Duty. £	s.	d.	Drawback £	s.	d.
ix. and 16 Geo. III. chap. viii.						
† Beer (French) imported directly into Great Britain, for every 100£. of the value - - - - - -	30					
Beer; viz. of ſpruce, the barrel, 32 gal.		12			11	
Beer of all other ſorts, or Ale, the barrel containing 32 gallons - - - -		6	8		6	
N. B. All beer ſubject alſo to the duty of exciſe.						
Bell metal, the cwt. - - - - - -		7	4		6	6
Berries for dyers uſe, not otherwiſe enumerated, the cwt. - - - - - -		11				
Beſtials; ſee Iſle of Man						
Birds; viz. ſinging birds, the dozen -		2	6		2	3
Biſcuit; ſee bread						
Blacking, the cwt. - - - - - - - -		17	8		15	8
Bladders, the dozen - - - - - -			1¼			1
Blubber; ſee oil						
Boards; ſee wood						
Bonnets; ſee hats						
Books bound, the cwt. - - - - - -	2	2	7			
Books unbound, the cwt. - - - - -	1	12	2			
Boom ſpars; ſee wood						
Botargo, the pound - - - - - -			4			3
Bottles of earth, or ſtone, the dozen -		1	2		1	
Bottles of glaſs; viz.						
—— full or empty the doz. quarts -		4	5			
—— covered with wicker, the doz. quarts		12			7	7
—— if French, by 28 Geo. III. the duty of exciſe to ceaſe, and a duty of cuſtoms to be paid in lieu thereof, the cwt.		4	¼			
Bowls, or buckets of wood, the dozen			11			10
Boxes; viz. neſt-boxes, the groſs 144 neſts, each containing eight boxes - - -		13	3		11	8
Boxes, Pill, the groſs containing 12 dozen neſts, each neſt four boxes - - -		1	4½		1	3

† All French goods muſt be the produce or manufacture of the European dominions belonging to the French king, and imported directly in Britiſh or French ſhips, navigated according to law.

BOX (INWARDS.) BUT	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
Boxes, Sand, the groſs 144 boxes -		4	5		3	11
Box Wood; ſee wood						
Bracelets, or necklaces of glaſs, the groſs containing 12 bundles, or dickers, each containing ten necklaces - - -		3	8		3	6
Brandy; ſee ſpirits						
Braſs-wire; ſee wire						
Brazil-wood for dyers uſe; ſee wood						
Brazilletto-wood for dyers; ſee wood						
Bread or biſcuit, the cwt. - - - - -		1	10		1	8
Bricks; ſee earthen-ware						
Bridges Thread; ſee thread						
Brimſtone, the cwt. - - - - - -		6	8		6	6
—— when uſed for making oil of vitriol					6	8
See 23d. Geo. III. c. lxxvii. & 26 c. lix.						
Briſtles; viz. dreſt, the dozen pound		2	9		2	6
——— dreſt, of Muſcovy or Ruſſia, imported in a foreign ſhip the doz. pound		2	11		2	6
Briſtles, rough or undreſt, the dozen lb.		1	4½		1	3
——— rough or undreſt, of Muſcovy or Ruſſia, imported in a foreign ſhip the dozen pound - - - - - - - -		1	6		1	3
Brooms; viz. flag-brooms or whiſk brooms, the dozen - - - - - - - - -			1¼			1
Buckets; ſee bowls						
Bugle; viz. great bugle, the pound -		1	7		1	6
See 5 Geo. III. chap. xxx.						
Bugle, great to be warehouſed, the lb.			1			
—— when taken out of ſuch warehouſe to be uſed in this kingdom, the lb. -		1	6			
—— ſmall or ſeed bugle, the pound		2	7		2	5
See 5 Geo. III. chap. xxx.						
—— ſmall or ſeed bugle, to be warehouſed, the pound - - - - -			2			
—— when taken out of ſuch warehouſe to be uſed in this kingdom, the lb. -		2	5			
Bullion, or foreign coin, duty-free						
Bulruſhes, the load, of 63 bundles -		4	5		3	11
Burrs for mill-ſtones, the 100 - - -		11			9	9
Butter, the cwt. - - - - - - -		2	6		2	2

BUTTER (INWARDS) CARPETS	Duty. £.	s.	d.	Drawback £.	s.	d.
Butter, ſalted, from Ireland; ſee 8 Geo. III. chap. ix. and 16 Geo. III. chap. viii.						
CABLES, tarred or untarred, ſee cordage.						
Cable yarn; ſee yarn						
Cabinet ware, turnery, and muſical inſtruments (French) imported directly into Great Britain, every 100£. of the value thereof - - - - - - - - -	10					
Cakes made of rape-ſeed; ſee rape cakes						
Callico; ſee linen						
Calves ſkins; ſee ſkins						
—— velves, to make rennet, the cwt.		5	6		5	
Cambricks; ſee linen						
Camel's hair; ſee hair						
Canary ſeed; ſee ſeed						
Candles; viz. of tallow, the cwt. - - -	1	12	8			
——— of ſperma ceti, the pound -		1	4			
——— of wax, the pound - - -		1	8			
——— of wax, imported by the Eaſt-India company, the pound - - -		1	9			
Candlewick, the cwt. - - - - - -	1	12	8	1	8	
Cane hats; ſee hats						
Canes; viz. reed canes, the thouſand		11			9	9
—— walking do. the thouſand - -	1	18	6	1	17	3
—— do. imported by the Eaſt-India company, the thouſand - - - - -	2	1	3	2		
Canes; viz. rattans, the thouſand - -		16	6		15	3
—— rattans, imported by the Eaſt-India company, the thouſand - - - -		19	3		18	
Cans of wood, the dozen - - - -			11			10
Cant ſpars; ſee wood						
Canvas; ſee linen						
Capravens; ſee wood						
Capers, the pound - - - - - - -			2			1
Cards; viz. playing cards, the doz. packs	1	1				
Carmenia wool; ſee hair of goats						
Carpets; viz. of Perſia, imported by the Eaſt-India company, the ſquare yard	1	4	9	1	3	7
Carpets of Turkey, containing 4 yards						

	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
ſquare or upwards, the carpet - -	2	4		2		
Carpets of Turkey, containing leſs than 4 yards ſquare, the carpet - - -		8	3		7	6
Carraway ſeeds; ſee drugs						
Caſks empty, the tun - - - - - -		8	3		7	6
Catlings, the groſs, containing 12 dozen knots - - - - - - - - - - -		2	6		2	2
Cattle from Ireland; ſee 5 Geo. III. chap. x. and 16 Geo. III. chap. viii.						
Caviare, the cwt. - - - - - - - -		4	5		3	11
Cheeſe, not of Ireland, the cwt. - -		1	6			
Cherries, the cwt. - - - - - - -		4	5		3	11
China ware; ſee Eaſt-India goods						
Chip hats or bonnets; ſee hats						
—— manufactures of; ſee platting						
Cryſtal; ſee drugs						
Cider, the tun, containing 252 gallons *N. B.* Subject alſo to duty of exciſe.	6	3	3	5	3	3
Cinnamon; ſee grocery						
Citron-water; ſee ſpirits						
Clap-boards; ſee wood						
Cloths of woollen; ſee woollen						
Cloves; ſee grocery						
Coals, the chalder, containing 36 buſh.	1	1				
Cochineal, the pound - - - - - - See 8 Geo. I. chap. xv.			6			
Cocoa-nuts; viz. of the produce of any Britiſh colony in America, the cwt.		13	9		13	9
—— of any other country, the cwt. -		13	9		12	6
See 10 Geo. I. c. x. and 6 Geo. III. c. lii.						
Cocoa-nuts; of the produce of any Britiſh colony or plantation in America, on importation to be ſecured in warehouſes, the cwt. - - - - - - - - -		1	3		1	3
Cocoa-nuts; of any other country, to be ſecured in warehouſes, the cwt. -		1	3			
Cocoa-nuts; taken out of warehouſes for home-conſumption, the cwt. - -		12	6			
Coffee of the produce of any Britiſh colony or plantation in America, the cwt.	1	18	6	1	18	6

COF (INWARDS.) COR

	Duty. £.	s.	d.	Drawback £.	s.	d.
Coffee of any other country, the cwt.	1	18	6	1	15	
See 10 Geo. I. c. x. and 6 Geo. III. c. lii.						
Coffee of any Britiſh colony in America, to be ſecured in warehouſes, the cwt.		3	6		3	6
Coffee of any other place, to be ſecured in warehouſes, the cwt. - - - - -		3	6			
Coffee taken out of ſuch warehouſe for home-conſumption, the cwt. - -	1	15				
Coin of copper; ſee copper						
—— of gold or ſilver; ſee bullion						
Comfits, the pound - - - - - - - -			6			5
Coney wool; ſee wool						
Copper; viz. ore, the cwt. - - -			9			7
——— unwrought; viz. copper bricks, roſe copper, copper coin, &c. and caſt copper, the cwt. - - - - - - - -		10	6		10	3
Copper do. viz. copper in plates, the cwt.		16			15	9
——— part wrought, viz. bars, rods, or ingots, hammered or raiſed, the cwt.	2		2	1	17	2
Copperas, green, the cwt. - - - - -		1	8			
——— white or blue; ſee drugs						
Coral; ſee drugs						
Cordage, the cwt. - - - - - - - -		8	6			
Cordial waters; ſee ſpirits						
Cork, the cwt. - - - - - - - - -		3	8		3	3
Corks, ready made, the groſs, containing 12 dozen - - - - - - - - - -			6			5
Corn and grain; viz. wheat, if under 50s. per quarter, high duty, per quarter	1	4	3			
——if at or above 50s. but under 54s. per quarter, firſt low duty, per quarter -		2	6			
——if at or above 54s. per quarter, ſecond low duty, per quarter - - -			6			
Importation of wheat, meal and flour, to be governed by the price of wheat, as follows; high duty per cwt. - -		6	6			
——firſt low duty, per cwt. - - -		1	6			
——ſecond low duty, do. do. - - -		1				
Malt made of wheat, prohibited.						
Rye, peaſe, and beans, if under 34s. per						

quarter,

COR (INWARDS.) COR

	Duty. £.	s.	d.	Drawback £.	s.	d.
quarter, high duty, per quarter - -	1	2				
Rye, peaſe and beans if at or above 34*s.* but under 37*s.* pr quarter, firſt low duty, pr quarter		1	6			
——if at or above 37*s.* per quarter, ſecond low duty, per quarter - -			3			
Rye ground, malt made of rye, peaſe ground, and beans ground, prohibited.						
Barley, beer, or bigg, if under 25*s.* per quarter, high duty, per quarter -	1	2				
——if at or above 25*s.* but under 27*s.* per quarter, firſt low duty, per quarter -		1	3			
——if at or above 27*s.* per quarter, ſecond low duty, per quarter - - -			3			
Importation of Indian corn, or maiſe, to be governed by the price of barley as follows; high duty, per quarter -	1	2				
——firſt low duty do. do. -		1	3			
——ſecond low duty do. do. -			3			
Barley, Indian corn or maiſe, beer, or bigg ground, and malt made of barley, Indian corn or maize, beer or bigg, prohibited.						
Oats, if under 17*s.* per quarter, high duty		6	7			
——if at or above 17*s.* but under 18*s.* per quarter, firſt low duty, per quarter		1				
——if at or above 18*s.* per quarter, ſecond low duty, per quarter - - -			2			
Malt made of oats prohibited.						
Oatmeal, if under 16*s.* per boll of 140 lbs. avoirdupois, or 128 lbs. Scotch troy, high duty - - - - - - - - -		8				
——if at or above 16*s.* but under 17*s.* per boll, firſt low duty - - - -		1				
——if at or above 17*s.* per boll, ſecond low duty - - - - - - - - -			6			
See 29 Geo. III. chap. lxviii.						
Whenever an act ſhall have paſſed in the parliament of Ireland, permitting the importation from Great Britain into Ireland, of wheat, wheat meal or flour, rye,						

barley,

COR (INWARDS.) COR	Duty. £.	s.	d.	Drawback £.	s.	d.
barley, beer or bigg, oats, oatmeal, peaſe, beans, and Indian corn or maize, at prices equal to the prices mentioned following, taken quarterly, according to the prices of wheat, rye, peaſe, beans, barley, beer or bigg, and oats unground, and of oatmeal, at the time that the ſame ſhall be imported into that kingdom, and ſubject to no higher duties than thoſe ſpecified as follows, the duties to be paid upon the importation into Great Britain from Ireland, and the province of Quebec and the other Britiſh colonies or plantations in North America, and alſo from other foreign countries, of wheat, wheat meal or flour, rye, barley, beer or bigg, oats, oatmeal, peaſe, beans and Indian corn or maize, ſhall, after the expiration of three calendar months from the notification, by order of his Majeſty in council, to be publiſhed in the LONDON GAZETTE, of ſuch act having paſſed in the parliament of Ireland, and during the continuance of ſuch act, or any other act there paſſed to the ſame purport and effect, to be regulated and aſcertained according to the prices in the manner ſet forth and ſpecified as follows.—See 31 Geo. III. chap. xxx.						
Wheat when imported from Ireland or the province of Quebec, or the other Britiſh colonies and plantations in North America, if under 48s. per quarter, high duty, per quarter - - - -	1	4	3			
——if at or above 48s. but under 52s per quarter, firſt low duty, per quarter		2	6			
——if at or above 52s. per quarter ſecond low duty, per quarter - - -			6			
When imported from any other foreign country, if under 50s. per quarter;						

high

COR (INWARDS.) COR	Duty. £.	s.	d.	Drawback £.	s.	d.
high duty, per quarter - - - -	1	4	3			
——if at or above 50*s*. but under 54*s*. first low duty, per quarter - - -		2	6			
——if at or above 54*s*. per quarter, second low duty, per quarter - - - -			6			
Importation of wheat, meal, and flour, to be governed by the price of wheat, as follows; when imported from Ireland or the provinces of Quebec, or the other British colonies, or plantations in North America, high duty, per cwt.		6	6			
——first low duty, per cwt. -		1	6			
——second low duty, per cwt. - -			2			
When imported from any other foreign country, high duty, per cwt. -		6	6			
——first low duty, per cwt. -		1	6			
——second low duty, per cwt. -		1				
Malt made of wheat prohibited.						
Rye, peafe and beans, when imported from Ireland or the province of Quebec, or the other British colonies in North America, if under 32*s*. per quarter, high duty, per quarter - -	1	2				
——if at or above 32*s*. but under 35*s*. per quarter, first low duty, per quarter		1	6			
——if at or above 35*s*. per quarter, second low duty, per quarter -			3			
When imported from any other foreign country, if under 34*s*. per quarter, high duty, per quarter - -	1	2				
——if at or above 34*s*. but under 37*s*. per quarter, first low duty, per quarter		1	6			
——if at or above 37*s*. per quarter, second low duty, per quarter -			3			
Rye ground, malt made of rye, peafe ground, and beans ground, prohibited.						
Barley, beer, or bigg, when imported from Ireland or the province of Quebec, or the British colonies and plantations in North America; if under 24*s*. per						

quarter

COR (INWARDS.) COR	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
quarter, high duty, per quarter	1	2				
——if at or above 24s. but under 26s. per quarter, first low duty - -		1	3			
——if at or above 26s. per quarter, second low duty - - - -			3			
When imported from any other foreign country, if under 25s. per quarter, high duty per quarter - -	1	2				
——if at or above 25s. but under 27s. per quarter, first low duty - -		1	3			
——if at or above 27s. per quarter, second low duty - - - -			3			
Importation of Indian corn, or maize, to be governed by the price of barley, as follows; when imported from Ireland or the province of Quebec, or the other British colonies or plantations in North America, high duty per quarter -	1	2				
——first low duty - -		1	3			
——second low duty - - -			3			
When imported from any other foreign country, high duty, per quarter - -	1	2				
——first low duty - -		1	3			
——second low duty - -			3			
Barley, Indian corn or maize, beer or bigg ground, and malt made of barley, Indian corn or maize, beer or bigg, prohibited.						
Oats, when imported from Ireland, or the province of Quebec, or the other British colonies in North America, if under 16s. per quarter, high duty per quarter -		6	7			
—— if at or above 16s. but under 17s. per quarter, first low duty -		1				
——if at or above 17s. per quarter, second low duty - - -			2			
When imported from any other foreign country, if under 17s. per quarter, high duty, per quarter - -		6	7			
—— if at or above 17s. but under 18s. per quarter, first low duty -		1				

COR (INWARDS.) CUR

	Duty. £.	s.	d.	Drawback £.	s.	d.
—— if at or above 18*s.* per quarter, ſecond low duty - - -			2			
Malt made of oats prohibited.						
Oatmeal, when imported from Ireland or the province of Quebec, or the other Britiſh colonies or plantations in North America, if under 15*s.* per boll, of 140 *lbs.* avoirdupois, or 128 *lbs.* Scotch troy, for every ſuch boll, high duty -		8				
—— if at or above 15*s.* but under 16*s.* per boll, firſt low duty - -		1				
—— if at or above 16*s.* per boll, ſecond low duty - - -			2			
When imported from any other foreign country, if under 16*s.* per boll, high duty, per boll - - -		8				
—— if at or above 16*s.* but under 17*s.* per boll, firſt low duty, per boll - -		1				
—— if at or above 17*s.* per boll, ſecond low duty, per boll - -			6			
Cotton wool; ſee wool						
Cotton yarn; ſee yarn						
Cotton manufactures, including hoſiery, (French) imported directly into Great Britain, for every 100£. of the value thereof - - - -	12					
N. B. If printed or ſtained, ſubject alſo to a duty of exciſe.						
Cotton manufactures not otherwiſe particularly enumerated or deſcribed, for every 100£. of the value thereof -	44			41	10	
Cotton; ſee Eaſt-India goods						
Cow or ox hair; ſee hair						
Cow or ox hides; ſee hides						
Cowries; ſee Eaſt-India goods						
Cream of tartar; ſee drugs						
Croſsbow thread; ſee thread						
Cucumbers pickled, the gallon -			9			$7\frac{1}{2}$
Culm, the chalder, containing 36 buſhels		15	9			
Currants; ſee grocery						

Cuttle

CUT (INWARDS.) DRU	Duty. £.	s.	d.	Drawback £.	s.	d.
Cuttle bones, the thouſand - -		5	11		5	3
Cyder; ſee cider						
Cynders, the chald. containing 36 buſh.		10	6			
DATES; ſee grocery						
Davis's Streights; ſee Greenland Seas						
Deals; ſee wood						
Diamonds, pearls, rubies, emeralds, and all precious ſtones and jewels, except garnets, duty-free						
Dice, for every pair - - - -		12	6			
Dimity; viz. plain white dimity, imported by the E. I. C. the yard - -		1	6		1	5
And, beſides, for every 100£. of the value, according to the price at which the ſame ſhall be ſold by the E. I. C.	16	10				
Dimity, if exported to Africa -				16	10	
——— if exported to the Britiſh colonies in America - - - -				11	15	
Dimity, to any other places, if the ſaid goods ſhall have been printed, ſtained, painted, or dyed in this kingdom				16	10	
Dimity to any other parts or places, without having been printed or dyed in this kingdom - - - -				14	10	
Dog ſtones; ſee ſtones						
Down, the pound - - -			6			5
—— of Muſcovy or Ruſſia, imported in a foreign ſhip, the pound - -			7			5
Drilling; ſee linen						
Drugs; viz. Arcacia, the pound -			9			6
Acorus, the pound - - -			2			1½
Adianthum album, the pound - -			2			1½
Adianthum nigrum, the pound -			1½			1
Agarick, the cwt. - - -		4	8			
Agnus caſtus ſeeds, the pound -			3			2
Alkermes confectio, the ounce -			8			5½
Alkermes ſyrup, the pound - -		1				8
Alkanet roots, the pound - -			3			2
Almonds bitter, the cwt. - -		14			9	4
Aloes hepatica, the pound - -			6			4

	Duty.			Drawback.		
Drugs, continued.	£.	s.	d.	£.	s.	d.
Aloes ſuccotrina, from the place of its growth, or by the E. I. C. the lb.		1	2			9
Do. from any other place, the pound		3	6		2	4
Alum roch, the cwt.		3			2	
Alumen plume, the pound			1			0¾
Ambergris, black or grey, oz. troy		2			1	4
Ambra liquida, the pound		2	6		1	8
Ameos ſeeds, the pound			2			1½
Amomi ſeeds, the pound			2			1½
Anacardium, the pound			9			6
Angelica, the pound			2			1½
Antimonium crudum, the cwt.		4	8			
Antimonium præparatum, or ſtibium, the pound			1			0¾
Aqua fortis, the cwt.		4	8			
Argentum ſublime, or quickſilver, the pound			8			6
Ariſtolochia, the pound			3			2
Arſenick, white or yellow, or roſalgar, the cwt.		4	8			
Aſarum roots, the pound			3			2
Aſphalatus, the pound			2			1½
Aſafœtida, from the place of its growth, or by the E. I. C. the lb.			3			2
Aſafœtida, from any other place the lb.			9			6
Auriculæ judæ, the pound			3			2
Baccæ alkekengi, the pound			3			2
Balauſtium, the pound			3			2
Balſam artificial and natural, the pound		1	6		1	
——— Canada balſam, the pound			3			2
——— Copaivæ, or copaiba, the pound			9			6
Barbadoes tar, the pound			1			0¾
Barley hulled, or pearl barley, the cwt.		8	10		6	
Bayberries, the cwt.		4	8			
Bdellium, from the place of its growth, or by the Eaſt India Company, the pound			3			2
Bdellium, from any other place, the pound			9			6
Ben-album, or rubrum, the pound			5			3½
Benjamin, the pound			6			4
Bezoar ſtones, of the Weſt Indies, oz. troy			9			6

Drugs, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Bezoar ſtones imported by the E. I. C.		2	6		1	8
Bitumen judaicum, the pound -			2			1½
Black lead, the cwt. - - -		6	8		4	5
Bolus communis, or armoniacus, the cwt.		3	6		2	4
Bolus verus, or fine bole, the pound -			2			1½
Borax in paſte or unrefined, the pound			3			2
—— refined, the pound - -		1				8
Calamus, the pound - -			2			1½
Cambogium, or gutta gambæ, the pound			6			4
Camphire refined, from the place of its growth, or by the E. I. C. the pound			8			5½
Camphire from any other place, the lb.		2			1	4
—— unrefined, from the place of its growth, or by the E. I. C. the pound			4			2¾
Do. from any other place, the pound -		1				8
Cancrorum oculi, or crab's eyes, the lb.			6			4
Cantharides, the pound - -		1				8
Capita papaverum, the thouſand - -		1	8		1	1
Cardamoms, the pound - -			9			6
Carlina, the pound - -			3			2
Carpo balſamum, the pound - -			9			6
Carabe, or ſuccinum, the pound - -			3			2
Caraway ſeeds, the cwt. - -		5			3	4
Carthamus ſeeds, the pound - -			2			1½
Caſſia buds, the pound - -			4			2¾
—— fiſtula, the pound - -			3			2
—— lignea, the pound - -			4			2¾
Caſtor oil, the gallon - - -		2			1	4
Caſtorum, or beaver cods, the lb. - -		2			1	4
Ceruſſa, the cwt. - - -		7			4	8
Cetrach, the pound - - -			3			2
Chamæpitys the pound - -			2			1½
Chelæ cancrorum, the pound - - -			1			0¾
China roots, from the place of its growth, or by the Eaſt India Company, the lb.			5			3½
Do. from any other place, the pound		1	3			10
Cinabrium, or vermillion, the pound			7			4½
Cinnabaris nativa, the pound - - -		1				8
Ciperi nuces, the pound - -			2			1½
Ciperus, the cwt. - - -		7	4		4	11

Drugs, continued.	Duty. £	.	a.	Drawback £.	s.	d.
Citrago, the pound - -			3			2
Civet, the ounce troy - -		2			1	4
Coculus indiæ, from the place of its growth, or by the East India Company, the lb.			5			3½
Do. from any other place the pound -		1	3			10
Colophonia, the cwt. - -		3	3		2	2
Coloquintida, from the place of its growth, or by the East India Company, the lb.			6			4
Do. from any other place, the pound -		1	6		1	
Columbo root, the pound - -			6			4
Copperas blue, the cwt. - -		2	4			
——— white, the cwt. - -		4	8			
Coral, white or red for physical uses, in fragments, the pound - -			3			2
Coral whole, unpolished, the pound -		1	6		1	
—— whole, polished, the pound - -		3			2	
Coriander seeds, the cwt. - -		4	5		2	11
Cornu cervi calcinatum, the pound -			3			2
Cortex cariophyllorum, the pound - -			2			1½
——— elatheriæ, the cwt. - -		9	6		6	4
——— guaiaci, the cwt. - -		13	3		8	10
——— ligmonum, vel aurantiorum, lb.			1			0¾
——— peruvianus, or jesuits bark, the lb.			9			6
——— simarouba, the pound -			3			2
——— tamarisci, the pound - -			2			1½
——— winteranus, the pound -			2			1½
Costus dulcis et amarus, the pound			4			2¾
Cowage, the pound - -			4			2¾
Cream of tartar, the cwt. - -		4	8			
Crystal, in broken pieces, the pound -			3			2
Cubebs, the pound - -			2			1½
Cummin seeds, the cwt. - -		7	4		4	11
Cuscuta, the pound - - -			3			2
Cyclamen, or panis porcinus, the lb. -			3			2
Daucus creticus, the pound - -			3			2
Dens aqui marini, the pound - -			3			2
Diagredium, or scammony, from the place of its growth, or by the E. I. C. the lb.		2	6		1	8
Do. from any other place, the pound -		7	6		5	
Diptamus leaves and roots, the pound -			3			2

Drugs, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Doronicum, the pound			6			4
Eborus raſuræ, the pound			1			0¾
Eleborus, the pound			1½			1
Epithymum, the pound			3			2
Eſſence of lemons, the pound		2			1	4
Euphorbium, the pound			2			1½
Fechia brugiata, the cwt.		3			2	
Fennel ſeeds, the pound			1½			1
Fenugreek, the cwt.		3	4		2	3
Flores chamœmeli, the pound			1½			1
——— meliloti, the pound			1½			1
Folium indiæ, the pound			6			4
Fox lungs, the pound			8			5½
Frankincenſe, the cwt.		4	8		3	2
Galanga, from the place of its growth, or by the Eaſt-India Company, the pound			2			1½
Do. from any other place, the pound			6			4
Galbanum, from the place of its growth or by the Eaſt India Company, the pound			4			2¾
Do. from any other place, the pound		1				8
Gentiana, the pound			1			0¾
Ginſeng, the pound			8			5½
Grains of Guinea; ſee in G.						
Grana tinctorum, the pound			9			6
Granadilla peruviana, the pound			9			6
Green ginger, the pound			6			4
Guinea pepper, the pound			3			2
Gum animi, the pound			3			2
——— arabic or gum ſenega, the cwt.			6			
——— ſenega, imported from Europe, the cwt.		12	11			
——— armoniac, from the place of its growth or by the Eaſt India Company, the lb.			4			2¾
——— from any other place, the pound		1				8
——— carannæ, the pound			9			6
——— copal, the pound			8			5½
——— elemi, the pound			2½			1½
——— guaiaci, the pound			9			6
——— hederæ, the pound			9			6
——— lac; viz. cake lac, the pound			1			0¾
——— ſhellac, or ſeed lac, the pound			2			1½

Drugs, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Gum ſticklac, the pound - -			1			
See 8 Geo. I. chap. xv.						
Gum opoponax, from the place of its growth, or by the E. I. C. the lb. -		1	4			11
—— from any other place, the lb. -		4			2	8
—— ſandrake or juniperi, the cwt. -		7			4	8
—— ſarcocolla, from the place of its growth, or by the E. I. C. the lb. -			4			2¾
—— from any other place, the lb. -		1				8
—— ſerapinum, or ſagapenum, from the place of its growth, or by the East-India Company, the pound -			4			2¾
—— from any other place, the lb. -		1				8
—— tacamahaca, the pound -			9			6
—— tragacanth, from the place of its growth, or by the E. I. C. the lb. -			3			2
—— from any other place, the lb. -			9			6
Hermodactilus, the pound - -			3			2
Horn of harts or ſtags, the 100 horns -		6	8		4	5
Hypociſtis, the pound - - -			5			3½
Jalap, the pound - - -			9			6
Incenſe, or olibanum; ſee olibanum						
Ieros, the cwt. - - - -		14			9	4
Iſinglaſs, the pound - - -			1/20			
Jujubes, the pound - - -			2			1½
Juniper berries, the cwt. - -		4	5		3	3
Labdanum or lapadonum, the pound -			3			2
—— if not imported directly from the place of its growth the lb. -			9			6
Lapis calamanaris, the cwt. - -		3	8			
—— contrayervæ, the ounce - -			9			6
—— hæmatitis, the pound - -			2			1½
—— hibernicus, the cwt. - -		6	4		4	2
—— hyacinthi, the pound - -			6			4
—— judaicus, the pound - -			3			2
—— lazuli, the pound - -			6			4
—— magnetis, the pound - -			3			2
—— nephriticus, the pound - -			6			4
—— oſtiocolla, the pound - -			2			1½
—— rubinus, the pound - -			3			2

	Duty.			Drawback.		
Drugs, continued.	£.	s.	d.	£.	s.	d.
Lapis ſapphirus, the pound			3			2
—— ſmaragdus, the pound			3			2
—— ſpongiæ, the pound			3			2
—— topagæ, the pound			3			2
—— tutiæ, the pound			3			2
Lavender flowers, the pound			4			2¾
Leaves of roſes, the pound			3			2
—— of violets, or flowers, the pound			2			1½
Lentiles, the pound			0½			0¼
Lignum aloes, the pound			6			4
—— aſphaltum, the pound			2			1½
—— nephriticum, the pound			6			4
—— rhodium, the cwt.		7			4	8
Litharge of gold, the cwt.			10			7
—— of ſilver, the cwt.			8			5½
Lupines, the cwt.		2	4		1	7
Lyntiſcus, or xylobalſamum, the pound			3			2
Madder roots, the cwt.		4	8			
See 8 Geo. I. chap. xv.						
Manna, the pound			6			4
Marmalade, the pound			3			2
Maſtich red, from the place of its growth, or by the Eaſt India Company, the lb.			3			2
Do. from any other place, the pound			9			6
Do. white, from the place of its growth, or by the Eaſt India Company, the lb.			6			4
Do. from any other place, the pound		1	6		1	
Mechoacana, the pound			6			4
Mercury precipitate, the pound			9			6
—— ſublimate, the pound			9			6
Millium ſolis, the pound			2			1½
Mirabolanes condited, from the place of its growth, or by the E. I. C. the pound			2			1½
Do. from any other place, the pound			6			4
Do. dry from the place of its growth, or by the E. I. C. the lb.			1			0¾
Do. from any other place, the pound			3			2
Methridate venetiæ, the pound		1	6		1	
Mother of pearl ſhells, rough, the pound			4			2¾
Muſk, the ounce troy		2			1	4

MYR (INWARDS.) OPI

Drugs, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Myrrh, from the place of its growth, or by the East India Company, the pound			6			4
Do. from any other place, the pound -		1	6		1	
Myrtle berries, the pound - -			2			1½
Nardus celcita, or ſpica romana, the cwt.		9	4		6	2
Nitrum, the pound - - -			5			3½
Nutmegs condited, the pound -			10			7
Nux de benne, the pound - -			2			1½
—— cupreſſi, the pound - -			2			1½
—— indica, the piece - - -			1			0¾
—— vomica, the pound - -			1½			1
Oil of almonds, the pound - -			3			2
— of amber, the pound - -			6			4
Oleum aniſi, the pound - -		1	6		1	
Oil of bay, the cwt. - - -		8	9		5	10
Oleum cariophillorum, the pound -		2	6		1	8
——— carui, the pound - -			6			4
——— cinnamomi, the ounce, troy -		1	6		1	
——— juniperi, the pound - -			6			4
Oil of mace, the pound - -		1	4			11
Oleum nucis muſchatæ liquidum, the lb.		2			1	4
——— origani, the pound - -		1	3			10
——— palmæ, the cwt. - -		7			4	8
——— petroleum, the pound -			3			2
——— rhodii, the pound - -		5			3	4
Oil of roſemary, the pound - -			9			6
Oleum ſaſſafræ, the pound - -		1				8
Oil of ſpike, the pound - -			4			2¾
Oleum thymæ, the pound - -		1	3			10
Oil of turpentine, the pound - -			1¼			0¾
Oleum vitrioli, the pound - -			1			0¾
Oil; viz. chemical oils not otherwiſe enumerated, the pound - -			7½			5
Orange jeſſamine, and perfumed oils, not otherwiſe enumerated, the pound -		1	6		1	
Olibanum or incenſe, from the place of its growth, or by the E. I. C. the cwt.	1	1			14	
Do. from any other place, the cwt. -	3	3		2	2	
Opium, from the place of its growth, or by the East India Company the pound		1	6		1	

Drugs, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Opium from any other place, the pound		4	6		3	
Orange-flower ointment, the pound -			6			4
——— water, the gallon - -		1				8
Origanum, the pound - -			1½			1
Orpiment or auripigmentum, the cwt. -		8	9		5	10
Pearl beaten, the ounce troy - -			6			4
Pellitory, the pound - - -			1			0¾
Pepper long, the pound - -			2½			1½
Pæony ſeeds, the pound - -			1½			1
Piſtachias, or nux piſtachiæ, the pound			3			2
——— if not imported directly from the place of its growth, the pound -			9			6
Pix burgundiæ, or rhinehurſt, the cwt. -		6	4		4	2
Polypodium, the pound - -			1			0¾
Polium montanum, the pound -			1½			1
Pomegranate peels, the cwt. - -		4	8			
Pompholix, the pound - - -			1			0¾
Poppy ſeeds, the pound - -			1½			1
Prunelloes, the pound - -			3			2
Pſyllium, the pound - -			1½			1
Radix biſtortœ, the cwt. - -		4	8		3	2
——— caſſamunair, or ryſagon, the pound			4			2¾
——— contrayervæ, the pound -			6			4
——— enulæ campanæ, the cwt. -		6	4		4	2
——— eringii, the pound - -			1½			1
——— eſulæ, the pound - -			2½			1½
——— ipecacuanhæ, the pound -		1	8		1	1
——— mei athamantici, the pound -			1½			1
——— phu, the pound - -			1½			1
——— ſcorcionera, the pound -			3			2
——— ſeneca, the pound -			2			1½
——— ſerpentariæ, the pound -			9			6
——— tormentillæ, the cwt. -		3	2		2	1
Red lead, the cwt. - - -		3	8		2	5
Reſina jalapii, the pound - -		3	2		2	1
——— ſcammonii, the pound -		3	2		2	1
Rhabarbarum, or rhubarb, the pound -		1	6		1	
Rhinehurſt; ſee pix burgundiæ -						
Saccharum ſaturni, the pound -			3			2
Saffron, the pound - - -		2	6		1	8

	Duty. £.	s.	d.	Drawback £.	s.	d.
Drugs, continued.						
Sago, the pound - - -			3			2
Sal alkali, the pound - - -			6			4
— armoniacum, the cwt. } See 8 Geo.		4	8			
— gem, the cwt. } I. c. xv.		4	8			
— nitri, the pound - - -			4			2¾
— prunellæ, the pound - -			2			1½
— ſuccini, the pound - - -		1	2			9
— tamariſci, the pound - -		1	2			9
— tartari, the pound - - -			3			2
— vitrioli, the pound - -			3			2
— volatile ammoniaci, the pound - -			6			4
— Do. cornu cervi, the pound -			6			4
Salep, or ſalop, the pound - -			3			2
—— if not imported directly from the place of its growth, the pound - -			9			6
Sandracha; ſee gum ſandrake						
Sanguis draconis, from the place of its growth, or by the E. I. C. the pound			8			5½
Do. from any other place, the pound -		2			1	4
Sanguis hirci, the pound - -			2			1½
Sarſaparilla, the pound - - -			8			5½
Saſſafras wood or roots, the cwt -		2	4		1	7
Saunders red, the cwt. - -		4	8			
See 8 Geo. I. chap. xv.						
Saunders, white and yellow, the pound			3			2
Scammony; ſee diagredium						
Scincus marinus, each - -			1			0¾
Scordium, the pound - - -			1			0¾
Sebeſtines, the pound - - -			2			1½
Seeds for gardens, the pound -			1½			1
Seler montanus, the pound - -			1½			1
Semen cucumeris, cucurb citrol melon, lb.			1½			1
Senna, from the place of its growth, or by the Eaſt-India Company, the pound			6			4
—— from any other place, the pound -		1	6		1	
Sperma ceti, coarſe and oily, the cwt. -		17	8		11	9
——————in Britiſh-built ſhips, duty-free						
See 26 Geo. III. c. xli. and c. l.						
Sperma ceti, fine, the pound -			8			5½
Spikenard, the pound - - -		1	4			11

SPI (INWARDS.) VER

	Duty. £.	s.	d.	Drawback £.	s.	d.
Drugs, continued.						
Spiritus cornu cervi, the pound -			8			5½
——— vitrioli, the pound - -			1			0¾
Sponge, the pound - - -			9			6
——— if not imported directly from the place of its growth, the pound - -		2	3		1	6
Squilla, the cwt. - - -		2	6		1	8
Squinanthum, the pound - -			4			2¾
——— if not imported directly from the place of its growth, the pound		1				8
Staphiſagar, the cwt. - - -		8	9		5	10
Stechados, the pound - - -			2			1½
Storax calamita, from the place of its growth, or by the E. I. C. the lb.			9			6
———from any other place, the pound -		2	3		1	6
Storax liquida, the pound - -			4			2¾
——— if not imported directly from the place of its growth, the pound - -		1				8
Succus liquoritiæ, the cwt. - -	1	8				
Sulphur vivum, the cwt. - -		6	8		4	5
Talc, green or white, the pound - -			2			1½
Tamarinds, the pound - -			2			1½
Tapioca, the pound - - -			2			1½
Tartarum vitriolatum, the pound - -			3			2
Terra japonica, the pound - -			4			2¾
—— lemnia, or ſigillata, the pound -			6			4
Thlaſpii ſemen, the pound - -			2			1½
Turnſall, the cwt. - -		4	8			
Treacle, common, the pound - -			4			2¾
——— of Venice, the pound -		1	6		1	
Turbith, from the place of its growth, or by the Eaſt-India Com. the lb. -		1				8
——— from any other place, the lb.		3			2	
——— thapſiæ, the pound - -			5			3½
Turmeric, the pound - -			2			1½
Turpentine, common, the cwt. -		2	3		1	6
——— of Venice, Scio, or Cyprus, lb.			4			2¾
——— of Germany, or of any other place, not otherwiſe enumerated, cwt.		12	9		8	6
Verdigriſe, common, the pound - -			3			
——— cryſtallized, the pound - -		1				

Varniſh,

VAR (INWARDS.) GOO	Duty.			Drawback		
Drugs, continued.	£.	s.	d.	£.	s.	d.
Varniſh, the cwt. - - -		8	9		5	10
Viſcus quercinus, the pound - -			10			7
Vitriolum romanum, the pound -			2			1½
——— if not imported directly from the place of its growth, the lb. -			6			4
Umber, the cwt. - - -		4	5		2	11
Ungulæ alcis, the 100 hoofs - -		3	3		2	2
White lead, the cwt. - - -		4	5		2	11
Worm ſeeds, from the place of their growth, or by the E. I. C. the lb. -			6			4
——— from any other place, lb.		1	6		1	
Zedoaria, from the place of its growth, or by the E. I. C. the lb. -			6			4
——— from any other place, the lb. -		1	6		1	
Drugs manufactured or unmanufactured; ſee Eaſt-India goods.						
EAST-India goods; viz. arrangoes, for every 100£. of the value thereof, according to the price at which they ſhall be ſold at the public ſales of the E. I. C.	31	13	4	29	16	
China ware, for every 100£. do. - -	47	10		45	5	
Cotton manufactures, not otherwiſe deſcribed, for every 100£. do. - - -	50			48	10	
Cowries, for every 100£. do. - -	31	13	4	29	16	
Drugs manufactured, not otherwiſe deſcribed, for every 100£. do. - -	40			38	6	3
Drugs unmanufactured, not otherwiſe deſcribed, for every 100£. do. - -	31			29	2	6
Japanned or lacquered wares, for every 100£. do. - - -	49	10		47		
Muſlins, plain, nankin cloth, muſlins or white callicoes, flowered or ſtitched, for every 100£. do. - -	18			10		
Tea, for every 100£. do. - -	5					
Tea exported to Ireland, or any of the Britiſh colonies in America, do. - -				5		
See 25 Geo. III. chap. lxxiv.						
N. B. Tea is alſo ſubject to the duty of exciſe - - -			2			
Goods, wares, and merchandiſe prohibit-						

ed

ALL (INWARDS.) PAN	Duty. £	s.	d.	Drawback £	s.	d.
Eaſt-India goods, continued.						
ed to be uſed in Great Britain, for every 100£. do. - - -	6	15				
Do. on exportation to Africa (except to the iſlands of Madeira, the Canary iſlands, the Azores, or Weſtern Iſles.)						
Allejars, the piece - - -						7
Bejutapants, the piece - -					1	
Byrampants, the piece - -						9
Blue long cloths, the piece - -					2	
Brawles, the piece - -						2
Callaway-pores, the piece - -						9
Cuſhtæs, the piece - - -						7
Coopees, the piece - - -						7
Chintz, the piece - - -						9
Chelloes, the piece - - -						9
Cotton romals, the piece - -						6
Guinea-ſtuffs, the piece - -						2
Nicanees, ſmall, the piece - -						7
——— large, the piece - -						9
Niganepants, the piece - -					1	
Photæs, the piece - - -						9
Saſtra cundies, the piece - -					1	
Tapſeils, the piece - -						9
Manufactured goods, wares, and merchandiſe, not otherwiſe deſcribed, for every 100£. do. - - -	37	16	3	36	1	3
Unmanufactured goods, wares, and merchandiſe, not otherwiſe deſcribed, for every 100£. do. - - -	28	5		26	5	
Earthen ware; viz. bricks, the 1000 -		7	2		6	8
By 34 Geo. III. c. xv. an additional duty per 1000 of - - -		1	6		1	6
Flanders tiles, to ſcour with, the 1000		12	2		11	2
Galley do. the foot ſquare -			3			2½
Paving do. not exceeding ten inches ſquare the 1000 - - -	1	9		1	8	3
By 34 Geo. III. c. xv. an add. duty per 100			11			11
Paving do. above 10 inches ſquare the 1000	2	6	3	2	4	9
By 34 Geo. III. c. xv. an add. duty per 100		1	10		1	10
Pan tiles, the 1000 - -	2	12	10	2	8	10

Plain

East India goods, continued.	Duty. £.	s.	d	Drawback £.	s.	d.
Plain tiles, the 1000, by 34 Geo. III. c. xv.		1	10		1	10
Ridge tiles, do. do. do.		4	10		4	10
Earthen ware, not otherwiſe enumerated, for every 100£. of the value thereof	41	16		36	11	
Earthen ware, French; ſee porcelain						
Ebony; ſee wood						
Eels; ſee fiſh						
Eggs, the hundred, containing ſix ſcore			5			4
Elephants teeth, the cwt. - -	1	6	5	1	4	5
——— imported by the E. I. C. the cwt.	1	10	10	1	8	10
Elks hair; ſee hair						
— ſkins; ſee ſkins						
Emeralds; ſee diamonds						
Emery ſtones; ſee ſtones						
Enamel, the pound - -		3	4		1	6
Eſtridge wool; ſee wool						
FEATHERS; viz. for beds, the cwt.	1	6	5	1	3	5
——— of Muſcovy or Ruſſia, imported in foreign ſhips, the cwt. -	1	8	1	1	3	5
Oſtrich or eſtridge feathers, dreſt, the lb.		8	10		7	10
——— undreſt, the pound -		4	5		3	11
Figs; ſee grocery						
Fins of whales; ſee whale fins						
Fire wood; ſee wood						
Fir quarters; ſee wood						
Fiſh; viz. anchovies, the barrel, of 16 lbs.		2	1		1	10
Botargo; ſee in B.						
Caviare; ſee in C.						
Eels; viz. quick eels, the ſhip's lading	4	13	6	3	18	6
Lobſters; ſee 1 Geo. I. ſtat. 2. c. xviii.						
Oyſters, the buſhel - - -			6			
Stockfiſh, the 120 - -		2	1		1	4
Sturgeon, the keg - -		3	4		2	11
Turbots; ſee 1 Geo. I. ſtat. 2. c. xviii.						
Fiſh caught and taken by Britiſh ſubjects, duty-free; ſee the conſolidation act						
Flannel, the yard - - -			7			6
Flax; viz. dreſt in a Britiſh-built ſhip, the cwt. - - -	5	4	6	4	17	
Flax, imported in a foreign ſhip, the cwt.	5	8	8	4	17	

FLA (INWARDS.) FRE	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
Flax rough, or undreſt, imported in a Britiſh-built ſhip, the cwt. - -		4	10		4	7
Do. imported in a foreign ſhip, the cwt.		5	1		4	7
See 4 Geo. II. chap. xxvii.						
Flax, (Iriſh) duty-free; ſee 7 and 8 W. III. c. xxxix. and 16 Geo. II. c. xxvi.						
Flint ſtones, for potters, the ton - -		1				
Flocks, the cwt. - - -		8	10		7	10
Frize of Ireland, the yard - -			6			5
Furrier's waſte, for making glue, the cwt.		5				
Furs; ſee ſkins						
Fuſtick; ſee wood						
GARNETS; viz. rough, the lb. -		4	5		3	11
——— imported by the Eaſt-India Company, the pound - -		5	6		5	
Garnets cut, the pound - -		13	3		11	9
——— imported by the E. I. C. the lb.	1	9	9	1	8	3
Galls, the cwt. - - - -		4	5			
See 8 Geo. I. chap. xv.						
Gauzes of all ſorts, (French) imported directly into Great Britain, for every 100£. of the value thereof - -	10					
Geneva; ſee ſpirits						
Ginger; ſee grocery						
——— green; ſee drugs						
Glaſs; viz. bottles; ſee bottles						
—— broken, to be re-manufactured, cwt.		1	3		1	
Glaſs (French) imported directly into Great Britain, for every 100£. of the value thereof - - -	12					
Glaſs manufactures, not otherwiſe enumerated, for every 100£. of the value thereof - - - -	60			43		
N. B. Subject alſo to a duty of exciſe.						
By 34 Geo. III. chap. 27. the following are additional.						
French plate glaſs, the ſquare foot -			8¾			
French flint glaſs, French enamel, ſtained or plate glaſs, or French phial glaſs, cwt.		14	6			
French window glaſs (not being ſpread						

GLO (INWARDS.) MAC	Duty. £.	s.	d.	Drawback £.	s.	d.
glaſs) commonly known by the name of crown glaſs, or of German ſheet glaſs, the cwt. - - -		9	11			
For every cwt. of plate glaſs and other glaſs manufactures not before enumerated, (not being ſpread window glaſs) commonly called broad glaſs, or bottles other than phials - - -		14				
Glover's clippings, to make glue, the cwt.		1	4½		1	3
Glue, the cwt. - - -		4	5		3	11
Goat's hair; ſee hair						
—— ſkins; ſee ſkins						
Grain, or ſcarlet powder, the pound -			9			7
—— of Seville, in berries, and grains of Portugal, or Rotta, the pound - -			4½			3½
Grains; viz. Guinea grains, the lb. -			2			1½
Graves for dogs, the cwt. - -			11			10
Grave ſtones; ſee ſtones						
Greaſe; ſee 7 Geo. III. chap. xii. and 26 Geo. III. chap. liii.						
Greenland Seas and Davis's Streights; ſee 26 Geo. III. chap. xli. and chap. l.						
Grocery; viz. almonds; viz. jordan, cwt.	2	6	3	2	3	3
Do. of any other ſort (except bitter almonds) the cwt. - - -	1	3	2	1	1	8
Do. bitter; ſee drugs						
Anniſeeds, the cwt. - -	1	3	2	1	1	8
Cinnamon, the pound - -		4	5		4	
Cloves, the pound - - - -		2	8		2	5
Currants, in a Britiſh-built ſhip, the cwt.	1	3	4	1	1	9
——— in a foreign ſhip, the cwt. -	1	4	10	1	1	9
Dates, the cwt. - - -	2	6	3	2	3	3
Figs, in a Britiſh-built ſhip, the cwt. -		10			9	2
—— in a foreign ſhip, the cwt. - -		10	6		9	2
Ginger, of the Britiſh plantations, cwt.		11			10	6
Do. not of the Britiſh plantations, the cwt.	1	8		1	6	
Liquorice juice; ſee ſuccus liquoritiæ						
——— powder, the cwt. - -	2	12	1	2	11	1
——— root, the cwt. - -	1	8	10	1	8	
Mace, the pound - - -		4			3	8

Grocery, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Nutmegs, the pound - - -		2			1	10
Pepper, imported by the East-India Company, to be warehouſed, the pound			$0\frac{1}{2}$			
See 8 Ann, chap. vii. 10 Ann, chap. xxvi. and 8 Geo. I. chap. xv.						
Pepper, taken out for home-conſumption, the pound - - -			6			
Pimento, of the Britiſh plantations, the lb.			3			$2\frac{3}{4}$
Pimento, of any other place, the pound			6			$5\frac{1}{2}$
Plumbs dried, the pound - -			3			$2\frac{3}{4}$
Prunes, the cwt. - - -		12	5		8	3
Raiſins of the ſun, imported in a Britiſh-built ſhip, the cwt. - - -		18	8		17	6
Raiſins in a foreign ſhip, the cwt. -		19	1		17	6
——— Smyrna, imported in a Britiſh-built ſhip, the cwt. - - -		11	5		10	10
Raiſins in a foreign ſhip, the cwt. -		11	8		10	10
——— Faro, or Lexia, imported in a Britiſh-built ſhip, the cwt. - -		8			7	8
Raiſins in a foreign ſhip, the cwt. -		8	1		7	8
——— Lipra, or Belvidere, imported in a Britiſh-built ſhip, the cwt. - -		8	3		7	11
Raiſins in a foreign ſhip, the cwt. -		8	5		7	11
——— Denia, and all other raiſins, not otherwiſe enumerated, imported in a Britiſh-built ſhip, the cwt. - -		7	1		6	10
Raiſins in a foreign ſhip, the cwt. -		7	2		6	10
Sugar candy, brown, the cwt. -	2	15		2	10	
——— imported by the East-India Company, the cwt. - -	4	19		4	14	
Sugar candy, white, the cwt. -	4	2	6	3	15	
——— imported by the East-India Company, the cwt. - -	7	8	6	7	1	
Sugar; viz. refined, the cwt. -	4	18	8	4	10	2
——— brown and Muſcovado, not of the Britiſh plantations, the cwt. -	1	7	2	1	5	2
Sugar, of the Britiſh plantations, the cwt.		12	4		12	4
——— white, not of the Britiſh plantations, the cwt. - - - -	2	5	6	2	1	10
Sugar, of the Britiſh plantations, the cwt.	1	9		1	9	

	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
By 31 Geo. III. an additional duty on all sugar imported, the cwt. - -		2	8			
Sugar, white, from any of the British colonies on the continent of America, to be warehoused, the cwt. - - See 6 Geo. III. chap. lii.			3			
Sugar, when taken out of such warehouse, in order to be used in this kingdom, the cwt. - - -	1	6	11			
Grogram yarn; see yarn						
Guernsey; see island of Jersey						
Guinea wood; see wood						
Gunpowder; viz. cornpowder, the cwt.	1	15	3	1	11	3
Serpentine powder, the cwt. -	1	2			19	6
HAIR; viz. camel's, the pound -			8			7
— cow, ox, or of elks, the cwt.		8	3		7	6
——— goats; viz. carmenia wool, lb.			8			7
——— imported by the East-India Company, the pound - - See 24 Geo. III. Sess. 2. chap. xxi.			9			8
Hair, horse, the pound - -			9			8
—— human, the pound - -		2				
—— powder; see powder						
Hams; see bacon						
Handbaskets; see baskets						
Handscoops; see scoops of wood						
Handspikes; see wood						
Hardware, French; see iron						
Hare's wool; see wool						
Harp strings, the gross, 12 dozen knots		2	6		2	2
Hats; viz. bast or straw hats or bonnets, each hat or bonnet not exceeding 22 inches in diameter, the dozen - -		2	9		2	6
Hats, exceeding 22 inches in diameter, the dozen - - -		5	6		5	
Chip, cane, or horse-hair hats or bonnets, each hat or bonnet not exceeding 22 inches in diameter, the dozen - -		3	6		3	1½
Chip, each exceeding 22 inches in diameter, the dozen - - -		7			6	3

CHI (INWARDS.) HOR	Duty. £.	s.	d.	Drawback £.	s.	d.
Chip made of, or mixed with felt, hair, wool, or beaver, the hat - - -	2	4		1	9	
Hay, the load, 36 truſſes, each 56 lbs.		11			10	
Headings; ſee ſtaves, under wood						
Head-matter; ſee 26 Geo. III. chap. lxi. and chap. l.						
Heath, for bruſhes, the cwt. -		4	5		3	11
Hemp; viz. dreſt, imported in a Britiſh-built ſhip, the cwt. - -	2	4		1	19	
Hemp, in a foreign ſhip, the cwt. -	2	6	9	1	19	
—— rough or undreſt, imported in a Britiſh-built ſhip, the cwt. - - -		3	8		3	4
Hemp, in a foreign ſhip, the cwt. -		3	11		3	4
—— of Ireland, or Britiſh plantations in America; ſee 7 & 8 W. III. chap. xxxix. & 16 Geo. II. c. xxvi. & 8 Geo. I. c. xii.						
Hides and ſkins, and pieces, tanned, tawed, or dreſſed, not otherwiſe enumerated, for every 100£. of the value thereof	77			25		
Hides; viz. cow or ox, in the hair, piece			9			8
See 9 Geo. III. chap. xxxix. and 21 Geo. III. chap. xxix.						
Hides, cow or ox, tanned, the lb. -			5			
—— elk; ſee ſkins						
—— of horſes, mares, &c. in the hair, the piece - - -			9			8
Hides, tanned, the pound - -			5½			
—— Indian, undreſſed, the piece -		1	2		1	0½
—— loſh hides, the pound - -			10			
—— of Muſcovy or Ruſſia, tanned, lb.			8			
Hones, the 100, containing 5 ſcore -		11			10	
Honey, the barrel, containing 42 gallons		8	10		7	10
Hoops of iron, for caſks, the cwt. -		11	5			
—— of wood, for coopers, the 1000 -		5	11		5	3
Hops, the cwt. - - -	5	18	10	4	3	4
Horns of cows or oxen, the 100 - -		1	10		1	8
—— of harts and ſtags; ſee drugs						
Horn tips, the 100, containing 5 ſcore			7			6
Horſe-hair; ſee hair						
——— hats or bonnets; ſee hats						

	Duty. £.	s.	d	Drawback £.	s.	d.
Horſe hides; ſee hides						
Horſes, mares, or geldings, each - -	2	4		1	19	
——— from Ireland; ſee 5 Geo. III. chap. x. and 16 Geo. III. chap. viii.						
Hoſiery, French; ſee cotton and woollen						
Human hair; ſee hair						
Hungary water; ſee ſpirits						
JAPANNED or lacquered ware; ſee Eaſt-India goods						
Jerſey, Guernſey, &c. iſlands of; ſee 3 Geo. I. c. iv. and 5 Geo. I. c. xviii.						
Jet, the pound - - - -			9			8
Jewels; ſee diamonds						
Incle unwrought, or ſhort ſpinnel, the lb.			3½			
—— wrought, the dozen pounds -	1	9	4	1	5	4
Indian corn; ſee corn						
Indico, the pound - - - See 8 Geo. I. chap. xv.			6			
Ink for printers, the cwt. - -		8	10		7	10
Iron; viz. in bars, or unwrought, of Ireland, the ton - - - - -	1	10	10	1	7	4
—— of Muſcovy, or Ruſſia, imported in a foreign ſhip, the ton - -	3	9	1	2	12	8
—— of any other country, in a foreign ſhip, the ton - - -	3	7	2	2	12	8
—— of any other country, except Ireland, imported in a Britiſh-built ſhip, the ton - - - - -	2	16	2	2	12	8
—— of Ireland, ſlit, or hammered into rods, the cwt. - - -		4	5		3	11
—— of any other country, except Ireland, ſlit, or hammered into rods, leſs than ¾ of an inch ſquare, imported in a Britiſh built ſhip, the cwt. -		9	11		9	5
—— in foreign ſhips the cwt. -		10	3		9	5
—— hoops; ſee hoops						
—— ore, the ton - - -		2	9		2	6
—— old, broken, and old caſt iron, the ton		13	9		12	6
—— pig, the ton, from the Britiſh plantations - - - -		5	6		5	

	Duty. £.	s.	d.	Drawback £.	s.	d.
Iron; wire; ſee wire						
—— of the Britiſh colonies in America; ſee 23 Geo. II. chap. xxix. and 30 Geo. II. chap. xvi.						
Articles of French manufacture, made entirely or in part of iron and ſteel, not exceeding in value 2£. 10s. the cwt. and imported directly into Great Britain, in French or Britiſh-built ſhips, for every 100£. of the value thereof	5					
Do. exceeding in value 2£. 10s. the cwt. and all buckles, buttons, knives, or ſciſſars, and all other articles of hardware or cutlery, and all articles compoſed of copper or braſs, ſeparately or mixed, imported directly into Great Britain, in French or Britiſh-built ſhips, for every 100£. of the value thereof -	10					
Iſinglaſs; ſee drugs						
Juice of Lemons, the ton, 252 gallons	3	10	5	3	6	5
—— of limes, the gallon - -			3			2 1/2
Ivory, the pound - - -		2	3		2	
KELP, the ton - - -		16	6		15	
Kits of wood; ſee pails of wood						
Knees of oak; ſee wood						
LACE; viz. bone lace of thread, 12 yards		17	8		15	8
Lambs wool; ſee wool						
Lamp black, the cwt. - - -	1	15	3	1	13	3
Lard, the pound - - -			1			
See 7 Geo. III. c. xii. and 26 Geo. III. c. liii.						
Lathwood; ſee wood						
Latten; viz. black the cwt. - -		13	3		12	3
—— ſhaven, the cwt. - -	1	2		1		4
—— wire; ſee wire						
Lawns; ſee linen						
Lead ore, the ton - - -		17	8		15	8
—— black, red, or white; ſee drugs						
Leather; viz. leather manufactures, or any manufacture whereof leather is the						

moſt

LEA (INWARDS.) CAM	Duty. £.	s.	d.	Drawback £.	s.	d.
moſt valuable part, for every 100£. of the value thereof - - -	77			25		
Leather; ſee ſadlery						
Leaves of gold, the 100 leaves - - -		1	2		1	
Lemons and oranges, the 1000 -		4	5		3	11
——— juice of; ſee juice of lemons						
——— pickled, the ton, 252 gallons - -	1	15	3	1	13	3
Lignum vitæ; ſee wood						
Lime juice; ſee juice of limes						
Linen; viz. Alexandria, or Turkey, plain, not exceeding 1 yard in width, the ell			7			6
——— exceeding 1 yard in width, the ell			10			9
——— callicoes; viz plain white, imported by the E. I. C. the piece -		5	3		5	
——— each piece to be the breadth of 1 yard and $\frac{1}{4}$ or under, and 10 yards or leſs long, and if above 1 yard and $\frac{1}{4}$ broad, not to exceed 6 yards in length, or if longer to pay duty in proportion; ſee 4 and 5 William and Mary, chap. v.						
——— and beſides for every 100£. of the value, according to the price the ſame ſhall be publicly ſold at the ſales of the Eaſt-India Company -	16	10				
——— if exported to Africa - - -				16	10	
——— the Britiſh colonies in America				11	15	
——— to any other places, if the ſaid goods ſhall have been printed or dyed in this kingdom - -				16	10	
——— to any other place, without having been printed or dyed in this kingdom				14	10	
Cambricks (French) imported directly from France, the demi-piece, not exceeding 7$\frac{3}{4}$ of a yard in breadth, or if exceeding $\frac{7}{8}$ of a yard, and under 2£. 10s. in value		5				
Cambricks, exported to any Britiſh colony in America - - - - -					2	10
Cambricks, exceeding $\frac{7}{8}$ of a yard in breadth and being above the value of 2£. 10s.						

the

Linen, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
the demi-piece, of 7¾ yards in length, for every 100£. of the value thereof -	10					
Cambricks, exported to any Britiſh colony in America - - - -				5	13	4
Cambrick (French) imported and warehouſed for exportation, the demi-piece			6			
Canvas; viz. Heſſens canvas, or Dutch barraſs, the 120 ells - -	1	7		1	5	3
Canvas; viz. packing canvas, guttings, ſpruce, elbing or Queenborough canvas, the 120 ells - - - - -		18	2		16	11
Canvas, poldavies the bolt, containing 28 ells - - - - - -		8	9			
Damaſk tabling, Dutch or French; viz. not exceeding ell ⅛ in breadth, the yard		5	4		4	10
Do. above ell ⅛, and under 2 ells in breadth, the yard - - - -		6	2		5	8
Do. from 2 ells to 3 ells, the yard -		7			6	6
Do. of 3 ells or more, the yard -		10	4		9	10
Do. and diaper tabling, towelling and napkining of Ireland; ſee Iriſh cloth						
Do. of Ruſſia; ſee linen of Ruſſia						
Do. tabling, of Sileſia, or of any other place, not enumerated, the yard - -		1	3		1	1½
Damaſk towelling and napkining, Dutch or French, the yard - -		1	11		1	8
Damaſk and diaper towelling and napkining of Sileſia, or of any other place, not otherwiſe enumerated, the yard -			5			4½
Diaper tabling, Dutch or French; viz. not exceeding ell ⅛ in breadth, the yard		2	5		2	2
Diaper, above ell ⅛ in breadth, and under two ells, the yard - - -		2	10		2	6
——— of 2 ells to 3 ells, the yard -		3	2		2	10
——— of 3 ells, or upwards, the yard -		4	8		4	4
——— tabling of Sileſia, or of any other place, not otherwiſe enumerated, yard		1	1			11
Diaper towelling and napkining, Dutch or French, the yard - - -			10			8
Drillings and packduck, the 120 ells -	2	5	4	2	4	4

FLA (INWARDS.) LAW	Duty.			Drawback		
Linen, continued.	£.	s.	d.	£.	s.	d.
Flanders, Holland, and French linen, plain, not otherwiſe enumerated; viz not exceeding ell $\frac{1}{8}$ in breadth, the ell - -		1	4		1	2
Do. above ell $\frac{1}{8}$, and under 2 ells, the ell		1	7		1	5
Flanders, Holland, and French linen, of 2 ells to 3 ells, the ell - -		1	9		1	7
Flanders, of 3 ells, or upwards, the ell		2	7		2	5
German, Switzerland, Eaſt Country (except Ruſſia,) and Sileſia cloth, plain; viz. above the breadth of $31\frac{1}{2}$ inches and not exceeding 36 inches, the 120 ells -	3	1	5	2	16	5
Do. above 36 inches in breadth, the 120 ells	4	14	5	4	9	5
Do. not above $31\frac{1}{2}$ inches in breadth, the 120 ells - - - -	1	4	7	1	2	7
Hinderlands brown; viz. under $22\frac{1}{2}$ inches in breadth, the 120 ells - -		16	5		15	1
Iriſh linen, chequered, ſtained, or dyed, imported under the 7 and 8 Will. III. chap. xxxix. and 16 Geo. II. chap. xxvi. for every 100£. the value thereof -	49	10		49	10	
Iriſh cloth, plain, not exceeding 36 inches in breadth, the 120 ells - -		12	4		11	4
Do. exceeding 36 inches in breadth, the 120 ells - - - -	2	5	4	2	4	4
See 7 and 8 Will. III. chap. xxxix. and 16 Geo. II. chap. xxvi.						
Lawns; viz. Sileſia and all others, plain (except French) not bleached in Holland, the piece not exceeding 8 yards in length - - - - -		3	1		2	10
Lawns, bleached in Holland, the piece not exceeding 8 yards - - -		3	10		3	7
Lawns (French) imported directly into Great-Britain; viz. the demi-piece, not exceeding $7\frac{3}{4}$ yards in length, nor $1\frac{1}{4}$ yard in breadth, or exceeding $1\frac{1}{4}$ yard and under 2£. 10s. in value -		5				
Lawns, exported to any Britiſh colony in America - - - -					2	10
Lawns, exceeding $1\frac{1}{4}$ yard in breadth, and						

being

Linen, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
being above the value of 2£. 10s. the demi-piece of 7¾ yards in length, for every 100£. of the value thereof -	10					
Lawns, exported to any Britiſh colony in America - - - -				5	13	4
Lawns (French) imported and warehouſed for exportation, the demipiece - -			6			
Oil cloth, not exceeding yard wide, ell -			4			3
——— exceeding yard wide, the ell -			7			6
Packduck; ſee drilling						
Ruſſia linen, plain; viz. towelling and napkining, not exceeding 22½ inches in breadth, in a Britiſh-built ſhip, the 120 ells - - -		15	5		14	2
—— in a foreign ſhip, the 120 ells -		16	1		14	2
—— linen, not otherwiſe enumerated, not exceeding 22½ inches in breadth, in a Britiſh-built ſhip, the 120 ells -		16	5		15	1
—— in a foreign ſhip, the 120 ells -		17	2		15	1
—— exceeding 22½ inches in breadth, and not exceeding 31½ inches, in a Britiſh-built ſhip, the 120 ells -	1	4	7	1	2	7
—— in a foreign ſhip, the 120 ells -	1	5	8	1	2	7
—— exceeding 31½ inches in breadth and not exceeding 36 inches, in a Britiſh-built ſhip, the 120 ells - -	1	16	11	1	13	11
—— in a foreign ſhip the 120 ells -	1	18	6	1	13	11
—— exceeding 36 inches in breadth and not exceeding 45 inches, in a Britiſh-built ſhip, the 120 ells - -	3	9	11	3	6	11
—— in a foreign ſhip, the 120 ells -	3	11	6	3	6	11
—— exceeding 45 inches in breadth, in a Britiſh-built ſhip, the 120 ells -	4	14	5	4	9	5
—— in a foreign ſhip, the 120 ells -	4	17	2	4	9	5
Sail-cloth, or duck (Dutch or French) not exceeding 36 inches in breadth, the 120 ells - - - - -	2	3	1			
Sail-cloth, exceeding 36 inches in breadth, the 120 ells - - - -	3	16	1			
Sail-cloth, or duck of Ruſſia, not exceeding						

	Duty.			Drawback.		
Linen, continued.	£.	s.	d.	£.	s.	d.
36 inches in breadth, in a Britiſh-built ſhip the 120 ells	2	1	9			
Sail-cloth in a foreign ſhip, the 120 ells	2	3	1			
——— exceeding 36 inches in breadth, in a Britiſh-built ſhip, the 120 ells	3	14	9			
Sail-cloth, in a foreign ſhip, the 120 ells	3	16	1			
——— or duck, not otherwiſe enumerated, and not exceeding 36 inches in breadth, the 120 ells	2	1	9			
Sail-cloth, exceeding 36 inches in breadth, the 120 ells	3	14	9			
Sail-cloth or canvas, (Iriſh) on which the bounty of 4*d.* the yard has been there granted, of the value of 1*s.* 2*d.* the yard, or upwards, the yard			4			
Sail-cloth, on which the bounty of 2*d.* the yard has been granted, of the value of 10*d.* and under 1*s.* 2*d.* the yard			2			
See 23 Geo. II. chap. xxxii.						
Sails, ready made, for every 100£. of the value thereof	45					
Sheets old the piece			6			5
Spaniſh or Portugal linen, plain; viz. not exceeding 36 inches in breadth, the ell			5			$4\frac{2}{2}$
Do. exceeding 36 inches in breadth, the ell			8			$7\frac{1}{2}$
Turkey linen; ſee linen of Alexandria						
Linen; viz. plain white linen not printed or dyed, nor otherwiſe particularly enumerated, for every 100£. of the value thereof	33	6	8	30	16	8
Linen chequered, printed, or dyed, not prohibited to be imported or uſed in Great Britain, and not otherwiſe particularly enumerated, for every 100£. of the value thereof	80	4	2	77	14	2
N.B. Linen printed, or ſtained, is alſo ſubject to a duty of exciſe.						
Linſeeed; ſee ſeed						
Liquorice; ſee grocery						
——— juice; ſee ſuccus liquoritiæ						

LIT (INWARDS.) MOH	Duty. £	s.	d.	Drawback £	s.	d.
Litharge of gold or ſilver; ſee drugs						
Litmus, the cwt. - - -		3	4			
See 8 Geo. I. chap. xv.						
Lobſters; ſee fiſh						
Logwood; ſee wood						
Lute ſtrings or catlings, 12 doz. knots -		2	6		2	2
MACE; ſee grocery						
Madder, the cwt. - -		4	8			
See 8 Geo. I. chap. xv.						
Madder root; ſee drugs						
Mahogany; ſee wood						
Maize; ſee corn						
Maps, the map - - -			6			
Marble; ſee ſtones						
Mares; ſee horſes						
Marmalade; ſee drugs						
Maſts; ſee wood						
Mats of Ruſſia, in a Britiſh-built ſhip, 100		11			9	9
—— in a foreign ſhip, the 100 - -		11	9		9	9
Matting of Barbary or Portugal, the yard			5			4½
——— of Holland, the yard -			2			1½
Meal; ſee corn						
Mead, the hogſhead, containing 63 gal.		8	10		7	10
Medlers, the buſhel - - -		2	4			4
Melaſſes; viz. of and from the Britiſh plantations in America, the cwt. - -		3			2	8
Melaſſes, from any other place, the cwt.		11	9		11	5
Metal; viz. leaf (except of leaf gold) the packet, containing 250 leaves - -			2			1½
Metal, prepared for battery, the cwt.	1	11	11	1	8	11
Metheglin, the hogſhead, 63 gallons -		8	10		7	10
Millboards; ſee paſteboards, under wood						
Millinery (French) made up of muſlin, lawn, cambrick, or gauze, imported directly into Great Britain, for every 100£. of the value thereof - -	12					
Any other article, uſed in ſuch millinery, ſhall pay duty, as if ſeparately imported.						
Mill ſtones; ſee ſtones						
Mohair yarn; ſee yarn						

	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
Morels, the pound - - -		1	2		1	
Moſs; viz. rock moſs for dyer's uſe, the tun, containing 20 cwt. - -		5				
Mum, the barrel, containing 32 gallons		9	10		7	10
N. B. Subject alſo to the duty of exciſe.						
Muſical inſtruments (French) ſee cabinet ware						
Muſlins; ſee Eaſt-India goods						
Muſtard ſeed; ſee ſeed						
NANKIN cloth; ſee Eaſt-India goods						
Neats tongues, the dozen - -		1				
—— of Ireland; ſee beef						
Necklaces; ſee bracelets						
Nicaragua wood; ſee wood						
Nutmegs; ſee grocery						
Nuts; viz. cheſnuts, the buſhel - -		1	5		1	3
—— ſmall nuts, the buſhel - -			9			8
—— walnuts, the buſhel - -			6			5
OAK bark (when allowed) the cwt. See 12 Geo. III. chap. l. and 24 Geo. III. chap. xix.			1			
Oak boards; ſee wood						
Oakum, the cwt. - - -		2	3		2	
Oak plank; ſee wood						
— timber; ſee wood						
Oars; ſee wood						
Oats; ſee corn						
Ochre, the buſhel - - -		2			1	9
Oil; viz. ſallad oil, in a Britiſh-built ſhip, the gallon - - -		1	1		1	
Sallad oil, in a foreign ſhip, the gallon		1	2		1	
Ordinary oil of olives, in a Britiſh-built ſhip, the tun, containing 252 gallons	7		9	6	4	9
Ordinary oil, in a foreign ſhip, the tun	7	9	8	6	4	9
Rape and linſeed oil, the tun, 252 gallons	24	4		22	9	
Oil of hemp ſeed, or any other ſeed oil, not enumerated, the tun, 252 gallons	13	4		12	14	
Train oil, or blubber, or fiſh oil, of foreign fiſhing, the tun, containing 252 gal.	18	3		13	13	
Train oil of Britiſh fiſhing; viz. of Green-						

land

	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
land, and parts adjacent, the tun, containing 252 gallons - - -	1	15	3	1	11	3
Train oil, when taken by any ſhipping belonging to his Majeſty's colonies, and imported in ſuch ſhipping, the tun, containing 252 gallons - -		15	5		12	5
Train oil, when imported in Britiſh ſhips, the tun, containing 252 gallons -		12	2		10	7
See 26 Geo. III. chap. xli. and chap. l.						
Train oil, of Newfoundland and like ſort, the tun, containing 252 gallons -	1	6	5	1	3	5
Train oil, when taken by ſhipping belonging to any of his Majeſty's colonies, and imported in ſuch ſhipping, the tun, containing 252 gallons - -		13	3		10	2
Train oil, when imported in Britiſh ſhips, the tun, containing 252 gallons -		9	11		8	5
See 26 Geo. III. chap. xxvi. and chap. l.						
Oil-cloth; ſee linen						
Olives, the hogſhead, containing 63 gall.	1	15	3	1	11	3
Olive wood; ſee wood						
Onions, the buſhel - - -			3			2½
Onion ſeed; ſee ſeed						
Oranges; ſee lemons						
Orchal, the cwt. - - } See 8 Geo.		6	4			
Orchelia, or archelia, cwt. } I. c. xv.		3	1			
Orſedew, the dozen pounds -		6			5	3
Oſtrich feathers; ſee feathers						
Outnal thread; ſee thread						
Oyſters; ſee fiſh						
PACKTHREAD, the 100 pounds		13	3		11	9
Paling boards; ſee wood						
Pails, or kits of wood, the dozen -		1	10		1	8
Painters colours of all ſorts, not otherwiſe enumerated, the pound - -			2			1½
Paper; by 34 Geo. III. chap. xv. viz. on all paper for writing, drawing, elephant and cartridge paper, the pound weight			10			
Whited brown paper (except elephant and cartridge) the pound, uſed for wrapping						

up

	Duty. £.	s.	d.	Drawback £.	s.	d.
Paper, continued.						
up goods - - -			4			
Brown paper, for ditto, the pound -			2			
For every other ſort of paper, except ſheathing or button paper, or button board, lb.			10			
For paſteboard, millboard or ſcaleboard, the cwt. - - -	1					
Glazed paper for clothiers or hot preſſers, the cwt. - - -		12				
Painted paper, or paper hangings for rooms, for every 100£. of the value thereof	75					
And an additional duty, by 34 Geo. III. chap. xv. the pound weight - -			6			
Parchment, the dozen, containing 12 ſheets		4	9			
Paſteboards, or millboards; ſee wood						
Paving ſtones; ſee ſtones						
Pearls; ſee diamonds						
Pears, the buſhel - - -		1	5		1	3
—— dried, the buſhel - -			9			8
Peaſe; ſee corn						
Pebble ſtones; ſee ſtones						
Pelts; ſee ſkins						
Pepper; ſee grocery						
——— Guinea; ſee drugs						
——— Long; ſee drugs						
Perry, the tun, containing 252 gallons	8	8		7	7	
N. B. Subject alſo to the duty of exciſe.						
Pewter, old, the cwt. - -		13	9		12	6
Pickled cucumbers; ſee cucumbers						
Pickles of all ſorts, not otherwiſe deſcribed or enumerated, the gallon - -			9			7
Pictures of four feet ſquare, or upwards, the picture - - -	3	11	6			
Do. imported by the E. I. C. - -	3	17				
Do. of two feet ſquare, and under four feet ſquare, the picture - -	2	7	8			
Do. imported by the E. I. C. - -	2	11	4			
Do. under 2 feet ſquare, the picture -	1	3	10			
Do. imported by the E. I. C. - -	1	5	8			
Pimento; ſee grocery						
Pitch, not the product of any of the Brit-						

iſh

PIT (INWARDS.) POW

	Duty. £.	s.	d.	Drawback £.	s.	d.
iſh dominions; viz. imported in a Britiſh-built ſhip, the laſt, containing 12 barrels, each 31½ gallons -		12	5		11	2
Pitch, imported in a foreign ſhip, the laſt		13	1		11	2
—— of the product of any of the Britiſh dominions of the crown of Great Britain, the laſt - - -		11			9	9
Planks; ſee wood						
Plaiſter of Paris, the 100 pounds - -		1	1			8
Platting, or other manufactures of baſt, ſtraw, chip, cane, or horſe hair, to be uſed in, or proper for making hats or bonnets, the pound - -		1	10		1	8
Plate of ſilver, ungilt, the ounce troy		2	2			
—— imported by the Eaſt-India company		3	3			
—— of ſilver, part gilt, the ounce troy		2	4			
—— imported by the Eaſt-India company		3	7			
—— of ſilver, gilt, the ounce troy -		2	6			
—— imported by the Eaſt-India company		3	10			
—— wrought of gold, the ounce troy -	1	10				
—— imported by the Eaſt-India company	2	7	8			
—— battered, fit only to be re-manufactured; ſee bullion						
Platters of wood, the ſhock, containing 60		2	9		2	6
Plumbs, dried; ſee grocery						
Polonia wool; ſee wool						
Pomegranates, the thouſand - -		8	10		7	10
———— peels; ſee drugs						
Pomice ſtones; ſee ſtones						
Porcelain, earthen ware, and pottery (French) imported directly into Great Britain, for every 100£. of the value thereof -	12					
Pork from Ireland; ſee 8 Geo. III. chap. ix. and 16 Geo. III. chap. viii.						
Potatoes, the cwt. - - -		3	8		3	3
Pots, viz. melting pots, the hundred -			7			6
Powder of ſago; ſee ſago powder						
——— of braſs, for japanning, the ounce			2			1½
——— ſee gunpowder						
——— viz. hair powder, the cwt. -	5	5	8			

	Duty. £.	s.	d.	Drawback £.	s.	d.
Precious ſtones; ſee diamonds						
Prints, viz. paper prints, the piece -			6			
Prunes; ſee grocery						
Prunelloes; ſee drugs						
QUARTERS; ſee wood						
Quern ſtones; ſee ſtones						
Quills, viz. gooſe quills, the thouſand			6			5
—— ſwan quills, the thouſand - -		2			1	8
Quinces, the 100, containing 5 ſcore		1	10		1	7
RAGS, old ropes, or junks, or old fiſhing nets, fit only for the making of paper or paſteboard; ſee 11 Geo. I. chap. vii.						
Raiſins; ſee grocery						
Rape of grapes, the tun, containing 252 gallons - - -	5	8	11	4	8	11
Rape cakes, for manure, from Ireland; ſee 15 Geo. III. chap. xxxiv.						
Rape ſeed; ſee ſeed						
Rattans; ſee canes						
Red wood; ſee wood						
—— wool; ſee wool						
Reeds; ſee canes						
Rennet, the gallon - - -			2¼			2
Rice, the cwt. - - -		7	4		7	4
—— imported by the Eaſt-India company		8	10		8	10
—— of the production of the Britiſh plantations in America, imported for the purpoſe of exportation into the ports of Plymouth, Exeter, Poole, Southampton, Chicheſter, Sandwich, and the members thereof; as alſo into Briſtol, Liverpool, Lancaſter, Whitehaven, & Glaſgow, cwt.			8			
See 5 Geo. III c. xlv. & 12 Geo. III. c. lx.						
Rock moſs; ſee moſs						
Ropes, new; ſee cordage						
—— old; ſee rags						
Roſa ſolis; ſee ſpirits						
Roſin, of the product of any of the Brit-						

	Duty. £.	s.	d.	Drawback £.	s.	d.
iſh dominions, the cwt. - -		1	6		1	4
Roſin, not the product of the Britiſh dominions, imported in a Britiſh-built ſhip, the cwt. - - - - -		2	3		2	1
Roſin, imported in a foreign ſhip, cwt.		2	4		2	1
Round wood; ſee wood						
Rubies; ſee diamonds						
Rugs, viz. Iriſh rugs, the piece - -		3			2	8
Rum; ſee ſpirits						
Rye; ſee corn						
SADLERY, (French) imported directly, for every 100£. of the value thereof	15					
By 28 Geo. III. coaches, chariots, landaus, berlins, chaiſes, and other carriages, French, to pay for every 100£. of the value thereof, until 10th. May 1800	15					
Saflower, the pound - - -			1½			
See 8 Geo. I. chap. xv.						
Saffron; ſee drugs						
Sago powder; ſee 7 Geo. III. chap. xxx. and 21 Geo. III. chap. xxix.						
Sail cloth; ſee linen						
Salt; viz. for curing of fiſh, imported in a Britiſh-built ſhip, or from Jerſey, Guernſey, Sark, or Alderney, the wey, containing 40 buſhels, each buſhel being eighty-four pounds - -		5	11		5	3
Salt, imported in a foreign ſhip, the wey,		6	3		5	3
—— not for curing of fiſh, imported in a Britiſh-built ſhip, or from Jerſey, Guernſey, Sark, or Alderney, the wey -		11	5		10	9
Salt, imported in a foreign ſhip, the wey,		11	9		10	9
See 26 Geo. III. chap. xxvi.						
N. B. Salt is alſo ſubject to the duties on ſalt, imported under the management of the commiſſioners of that revenue.						
Saltpetre, the cwt. - -		2	3		1	9
——— imported by the Eaſt-India Com.		7	9		7	3
——— when uſed to make oil of vitriol, a drawback of the whole duties; ſee 23						

	Duty. £.	s.	d.	Drawback £.	s.	d.
Geo. III. c. lxxvii. & 26 Geo. III. c. liii.						
Sapan wood; see wood						
Sark, island of; see Jersey, island of						
Saufages, or puddings, the pound -			3½			3
Scale boards; see boards, under wood						
Scarlet powder; see grain powder						
Scoops of wood, the dozen - -			11			10
Seamorse teeth, or sea-horse teeth, the lb.			8			7
Seeds in general; see drugs						
—— canary, the cwt. - -		16	6		14	7
—— clover, the cwt. - -		2	9		2	6
—— cole, the quarter, containing 8 bush.		13	3		12	9
Seed, hemp, the quarter, containing 8 bush.		9	3		9	2
Linseed; see 3 Geo. I. chap. vii.						
Seed, lucerne, the cwt. - -		2	9		2	6
—— maw, the cwt. - -		15	5		14	
—— millet, the cwt. - -		4	5		4	
—— mustard, the cwt. - -		2	3		2	
—— onion, the cwt. - -		17	8		15	8
—— rape, the quarter, containing 8 bush.		13	3		12	9
—— rape, and all other seeds from Ireland, or his Majesty's colonies in North America, for the purpose of extracting oil therefrom, the last, containing 10 quarters, each 8 bushels - -		1				
See 15 Geo. III. chap. xxxiv. and 30 Geo. III. chap. xxxi.						)
Shaving for hats; see platting						
Sheep from Ireland; see 5 Geo. III. chap. x. and 16 Geo. III. chap. viii.						
Sheep's guts, dried, to make whips, the gross, containing 12 dozen -			6			5
Sheep's wool; see wool						
Ships, and all their tackle, (except sails) for every 100£. of the value thereof	5	10				
N.B. Prize ships of war, by 34 Geo. III. chap. lxx. not chargeable with duty.						
Shovels of wood unshod, the dozen -		2	9		2	6
Shruff, or old brass, the cwt. -		13	3		11	9
Shumac, the cwt. - -		1	5			

SID (INWARDS.) CAL	Duty. £.	s.	d.	Drawback £.	s.	d.
See 8 Geo. I. chap. xv.						
Sider; ſee cider						
Silk; viz. organzine, and all thrown ſilk in the gum, the pound, containing ſixteen ounces - - -		7	4			
Silk, if exported to Ireland, the pound					6	11
—— exported (except to Ireland) the lb.					6	5
—— raw, the pound, containing 16 oz.		3				
—— if exported to Ireland, the pound					2	10
—— exported (except to Ireland) the lb.					2	
—— of the growth of the Britiſh colonies in America; ſee 23 Geo. II. chap. xx.						
Silk knubs, or huſks of ſilk, the pound, containing ſixteen ounces -			4			3½
Silk, thrown, dyed, the pound, 16 oz.	1	4	9			
—— if exported to Ireland, the pound				1	2	3
—— exported (except to Ireland) the lb.				1	1	9
—— wrought; viz. crapes and tiffanies of the manufacture of Italy, imported from thence in Britiſh-built ſhips, the pound	1	13	5	1	4	
Silk do. otherwiſe imported, the pound	1	15	9	1	4	
Silver; ſee plate						
Siſter's thread; ſee thread						
Skeets for whiſters, the ſkeet -			3			2½
Skins and furs; viz. armin, or ermin ſkins, undreſſed, the timber, containing forty ſkins - - -		11			10	
Skins, badger, undreſſed, the piece -			7			6
—— bear, white, undreſſed, the piece		11			10	
—— bear, of any other colour, undreſſed, the piece - - -		5	6		5	
Beaver skins, undreſſed, the piece -			8¼			
——— from any of his Majeſty's dominions in America, the piece -			1			
Beaver's wombs, the piece - -			5½			
Buck or deer skins, undreſſed, the skin			9			7½
—— Indian, half dreſſed, the pound -			4½			3¾
Calabar skins, tawed, the timber, containing forty skins - - -		2	3		2	
Calabar skins, untawed, or undreſt, the						

timber,

CAL (INWARDS.) SLI

	Duty.			Drawback		
Skins, continued.	£.	s.	d.	£.	s.	d.
timber, containing forty skins - -		1	10		1	8
Calves skins of Ireland, undreſſed, the dozen - -		1	10		1	8
——— of any other country, doz.		2	9		2	6
——— of Ireland or America; ſee 9 Geo. III. chap. xxxix. and 21 Geo. III. chap. xxix.						
Calves ſkins, tanned, the pound - -			4½			
Cat ſkins, undreſſed, the 100 ſkins -		11			10	
Coney ſkins, the dozen - -			3½			3
Cordivants, dreſſed; viz. imported by the Eaſt-India Company, the dozen	1	3	6		14	9
———of Turkey, the dozen - -		16	2		7	6
———of Spain, the dozen - -	1	16	4	1	5	9
Deer ſkins, ſee buck ſkins						
Dog ſkins, undreſſed, the piece -			2½			2
—— fiſh ſkins, undreſſed, the dozen -		2			1	9
Elk ſkins, undreſſed, the ſkin - - -		1	8		1	6
Ermin; ſee armin						
Fiſher ſkins, undreſſed, the piece -		1	4½		1	3
Fitches, undreſſed, the timber, containing forty ſkins - - - -		3	8		3	4
Fox ſkins, black, undreſſed, the ſkin -	2	15		2	10	
——— of all other ſorts, undreſſed, the ſkin - - - - -			4½			4
Goats ſkins of Ireland, undreſſed, the dozen		1	10		1	8
——— of any other country, undreſſed, the dozen - -		5	6		5	
——— in Britiſh ſhips; ſee 15 Geo. III. chap. xxxv. and 26 Geo. III. chap. liii. and 31 Geo. III. chap. li.						
Goats ſkins tanned, the dozen - - -	1	15			15	
Hare ſkins, undreſſed, the 120 -			11			10
Huſſe ſkins, undreſſed the ſkin - - -			2			1¾
Kid ſkins, in the hair, the hundred - -		19	3		6	3
———dreſſed, the 100 containing 5 ſcore	1	4	9		11	3
Lamb ſkins, undreſſed, in the wool, the 120		2	9		2	6
———dreſſed in allum, the 100 -		14	8		5	10
———dreſſed in oil, the 100 - -	2		4	1	1	8
Slink lamb ſkins, undreſſed in the wool, 120		1	4½		1	3

LEO (INWARDS.) SKI	Duty.			Drawback		
Skins, continued.	£.	s.	d.	£.	s.	d.
Leopard skins, undreſſed, the piece		6	11		6	3
Lion ſkins, undreſſed, the piece		2	9		2	6
Martins, or martrons, undreſſed, the timber, containing forty ſkins	2	15		2	10	
Do. tails, undreſſed, the 120		11			10	
Minks ſkins, tawed, the timber, containing forty ſkins	1	2		1		
——— untawed, or undreſt, the timber		16	6		15	
Mole ſkins, undreſſed, the dozen			2			1½
Mooſe ſkins, undreſſed, the piece		2	9		2	6
Muſquaſh ſkins, undreſſed, the 100 skins		13	9		12	6
Otter skins, undreſſed the piece		1	5		1	3
Ounce skins, undreſſed, the piece		3	6		3	1½
Panther skins, undreſſed, the piece		5	6		5	
Pelts of goats, dreſſed, the dozen		2	9		2	6
—— undreſſed, the dozen		1	4½		1	3
—— of all other ſorts, undreſſed, the 100		8	3		7	6
Raccoon skins, undreſſed, the 100 skins		13	9		12	6
Sables, undreſſed, the timber, containing forty skins	8	5		7	10	
Sables tails, or tips undreſſed, the piece			7			6
Seal skins, undreſſed, the skin			6			5
Skins of ſeals, taken by the inhabitants of his Majeſties colonies in America, and imported in a Britiſh-built ſhip, the ſkin			2			1
Do. taken by Britiſh ſubjects; ſee 26 Geo. III. c. xxvi. xli. and l.						
Sheep ſkins, undreſſed, in the wool the doz.			10			9
——— dreſſed in oil, the dozen		4	9		2	6
——— otherwiſe dreſſed, the dozen		2	6		1	8
Squirrel ſkins, undreſſed; ſee calabar skins						
Swan skins, undreſſed, the piece			11			10
Tyger skins undreſſed, the piece		2	9		2	6
Weaſel skins, undreſſed, the 120			11			10
Wolf skins, tawed, the piece		8	3		7	6
——— untawed or undreſſed, the piece		6	4		5	9
Wolverings, undreſſed, the skin		3	6		3	1½
Skins, and pieces of skins, not otherwiſe enumerated; ſee hides						

SLA (INWARDS.) STO

	Duty. £.	s.	a.	Drawback £.	s.	d.
Slates in frames; ſee ſtones						
Slick ſtones; ſee ſtones						
Slude the pound - - -			6			5
Smalts, the pound - - -			4			3½
Snuff, imported by the E. I. C. the pound		3	3			
——— from the Britiſh plantations in America, or the Spaniſh Weſt-Indies, lb.		1	6			
——— from any other place, the pound		2	2			
Soap; viz. hard ſoap, the cwt. -	2	4				
Soft ſoap, the cwt. - - -	1	17	5			
Soapers waſte; 18 Geo. II. chap. xxii.						
Spaniſh wool; ſee wool						
Spars; ſee wood						
Speckled wood; ſee wood						
Spelter, the cwt. - - -		13	9		12	6
Spinal fine, to make gauze, the pound		2	9		2	6
Spinnel, ſhort; ſee incle						
Spirits; viz. arrack imported by the Eaſt-India Company, the gallon - -			9			8
Brandy, of any country, the gallon -			9			8
Citron water, the gallon - -		5	8		5	1
Geneva, the gallon - - -			9			8
Hungary water, the gallon - -		2	10		2	7
Roſa ſolis, the gallon - - -		2	10		2	7
Rum; viz. of any Britiſh colony in America, the gallon - - -			5			5
Rum, foreign, the gallon - -			7			6
Viſney, the gallon - - -		2	10		2	7
Uſquebaugh, the gallon - -		2	10		2	7
Cordial water, ſtrong water, or other ſpirits not enumerated, the gallon -		2	10		2	7
N.B. Spirits are ſubject to the exciſe duty						
Spokes for wheels; ſee wood						
Sponges; ſee drugs						
Starch; the cwt. - - -	5	5	8			
Staves; ſee wood						
Steel; viz. gad ſteel, the cwt. -	2	5	2	2		8
Long, or whiſp ſteel, the cwt. -		12	8		11	11
Steel wire; ſee wire						
Stock fiſh; ſee fiſh						

	Duty. £.	s.	d.	Drawback £.	s.	d.
Stones; viz. dog ſtones, the laſt, containing three pair	8	11	8	7	12	2
Emery ſtones, the cwt.		1	10		1	7
——— of Turkey, imported in a foreign ſhip, the cwt.		1	11		1	7
Grave ſtones of marble, unpoliſhed, the foot ſquare, ſuperficial meaſure			1¼			1
Do. poliſhed the foot ſquare, ſuperficial			2½			2
Do. not of marble, poliſhed or unpoliſhed, the foot ſquare, ſuperficial			0½			0¼
Marble baſons, tables, mortars, and other poliſhed marble (except grave and paving ſtones, poliſhed) the foot ſquare, ſuperficial		1				10
Marble blocks, the ſolid foot		2			1	10
——— paving ſtones, rough the foot ſquare ſuperficial meaſure			1¼			1
——— poliſhed, the foot ſquare, ſuperficial			2½			2
Mill ſtones, above four feet in diameter, or of twelve inches in thickneſs, or upwards, the piece	2	4		1	19	
Paving ſtones, not of marble, the foot ſquare			0½			0¼
Pebble ſtones, the ton		5	6		5	
Precious ſtones; ſee diamonds						
Pomice ſtones, the ton		3			2	8
Quern ſtones, from 3 to 4 feet in diameter, and not above 6 inches in thickneſs, the laſt, containing 3 pair		19	10		17	6
Quern ſtones, ſmall, under 3 feet in diameter, and not exceeding 6 inches in thickneſs, the laſt, containing 3 pair		9	11		8	9
Slates in frames, the dozen			11			10
Slick ſtones, the hundred, containing five ſcore		3	4		3	
Tables of ſlate, without frames, the piece			6			5
Whetſtones, the hundred		3	8		3	3
Straw hats or bonnets; ſee hats						
Stuffs, made of or mixed with wool, the yard		5	6		4	10
Sturgeon; ſee fiſh						
Succades, wet or dry, the pound			8			7

SUC (INWARDS.) TOB	Duty. £	s.	d.	Drawback £	s.	d.
Succades, imported by the E. I. C. -		1	6		1	5
Succus liquoritiæ; ſee drugs						
Sugar; ſee grocery						
——— candy; ſee grocery						
Sweet wood; ſee wood						
Swingles, the groſs containing twelve doz.		16	6		15	
TABLES of marble; ſee ſtones						
Tables of ſlate; ſee ſtones						
Tails of cows, the hundred, containing five ſcore - - -		2	9		2	6
Tallow, the cwt. - - -		9	2			
See 7 Geo. III.c. xii. and 26 Geo. III.c.liii.						
Tar, not the product of any of the Britiſh dominions, imported in a Britiſh-built ſhip, the laſt, containig 12 barrels, each 31½ gallons - - - -		12	4½		11	1½
Tar, imported in a foreign ſhip, the laſt		13	1		11	1½
—— of any of the Britiſh dominions, laſt		11			9	9
Tarras, the buſhel - - - - -			6			5
Tazels, the thouſand - - -		1	2		1	
Tea; ſee Eaſt-India goods						
Teeth; ſee elephants and ſeamorſe teeth						
Thread, viz. bridges thread, the dozen lb.		9	11		8	9
Croſsbow thread, the hundred pounds -		14	8		13	
Outnal thread, the dozen pounds - -		17	8		16	2
Packthread; ſee in P.						
Siſter's thread, the pound - -		2	9		2	4½
Whited-brown thread, the dozen pounds		17	8		15	8
——————— of Ireland; ſee 7 and 8 Will. III. chap. xxxix. and 16 Geo. II. chap. xxvi.						
Thrums of linen or fuſtain, the pound -			1½			1
——— of woollen, the pound -			3			2
Tiles; ſee earthen ware						
Timber; ſee wood						
Tin, the cwt. - - - - -	2	13				
—— glaſs, the cwt. - - -		13	3		11	9
Tobacco; viz. of the growth or manufacture of the dominions of Spain or Portugal, the pound - - -		3	6		3	3

Tobacco,

	Duty. £.	s.	d.	Drawback £.	s.	d.
Tobacco of the growth of Ireland, or of the Britiſh colonies in America, or of the united ſtates of America, the pound		1	3		1	3
See 19 Geo. III. chap. xxxv. and 25 Geo. III. chap. lxxxi. and 26 Geo. III. chap. lii.						
Tongues; ſee neat tongues						
Tortoiſe-ſhell, the pound - -		1	3		1	1½
Tow, the cwt. - - - -		2	9		2	6
—— of Ruſſia, in a foreign ſhip, cwt.		2	11		2	6
Toys, for every 100£. of the value thereof	33			29	13	4
Trays of wood, the ſhock, containing 60		4	5		3	11
Treacle, common —— venice } See drugs						
Trenchers of wood, the groſs, containing twelve dozen - - - -			11			10
Trunnels, or trenails, the 1200 - -		2	3		2	
Truffles, the pound - - -		2	3		2	
Tubs of wood, the dozen - - -			5			4
Turbots; ſee fiſh						
Turnery wares (French) ſee cabinet ware						
Turpentine; ſee drugs						
Twine, the cwt - -		11			9	9
Twiſt, for bandſtrings, the dozen knots		2	3		2	
VALONIA, the cwt. - - See 8 Geo. I. chap. xv.		1	2			
Vellum, the ſkin - - - -		3	2			
Verdigreaſe; ſee drugs						
Vermicelli, the pound - - -			2			1½
—— from the Britiſh colonies in America; ſee 7 Geo. III. chap. xxx. and 21 Geo. III. chap xxix.						
Uſers; ſee wood						
Vinegar, French, or any other country, the ton, containing 252 gallons -	32	18	10	7	14	11
Vinelloes, the pound - - -		8	3		7	6
Virginal wire; ſee wire						
Viſney; ſee ſpirits						
Uſquebaugh; ſee ſpirits						
WAFERS, the pound - -			6			5
Wainſcot boards; ſee wood						

	Duty. £.	s.	d.	Drawback £.	s.	d.
Wainſcot logs; ſee wood						
Water; viz. cordial water; ſee ſpirits						
——— ſpa, or pyrmont, and all other mineral and natural waters, the dozen bottles or flaſks, each not exceeding 3 pints		1	10		1	8
Wax; viz. bees wax, white or manufactured, the cwt. - - - -	3	2	4	3	1	4
Bees wax, unmanufactured, the cwt. -	1	11	7	1	10	7
—— hard wax, the pound - -		1	3		1	1
—— bay or myrtle wax, the pound -			4			3½
Weld, the cwt. - - -			10			8½
Whale fins; viz. of foreign fiſhing, the ton, containing 20 cwt. - -	97	18		88	18	
Whale fins, of Britiſh fiſhing, imported in ſhipping belonging to any of his Majeſty's colonies, or plantations, the ton, containing 20 cwt. - - -	2	15		1	10	
Whale fins, of Britiſh fiſhing, imported in ſhipping belonging to Great Britain, the ton, containing 20 cwt. - - See 26 Geo. III. chap. xli. and l.	1	7	6		15	
Wheat; ſee corn						
——— flour; ſee corn						
Whetſtones; ſee ſtones						
Whipcord, the pound - - -			2			1½
Whiſk brooms; ſee brooms						
White lead; ſee drugs						
Wines; viz. French wine, imported into the port of London, in a Britiſh-built ſhip, the ton, containing 252 gallons	29	8				
Wines, in a foreign ſhip, the ton, containing 252 gallons - - -	33	12				
Wines, having been imported into the port of London, and exported to any Britiſh colony or plantation in America, or the Eaſt-Indies, the ton, containing 252 gal.				29	8	
Wines, exported to any other place, ton.				24	13	6
——— imported into any port of Great Britain, except the port of London, in a Britiſh-built ſhip, the ton, 252 gallons	25	4				

WIN (INWARDS.) WIN	Duty.			Drawback		
Wines, continued.	£.	s.	d.	£.	s.	d.
Wines, in a foreign ſhip, the ton, 252 gal.	29	8				
——— having been imported into any port of Great Britain, except London, and exported to any Britiſh colony or plantation in America, or the Eaſt-Indies, the ton, containing 252 gallons -				25	4	
Wines, exported to any other place, the ton				20	9	6
French wine, entered for priſage; viz. imported into the port of London, in a Britiſh-built ſhip, the ton, 252 gallons -	21	11	10			
Wines, in a foreign ſhip, the ton - -	24	6	9			
——— having been imported into the port of London, and exported to any Britiſh colony in America, or the Eaſt-Indies, the ton, containing 252 gallons - -				21	11	10
Wines, exported to any other place, ton				17	17	1
French wines, imported into any port of England, except the port of London, in a Britiſh-built ſhip, the ton, 252 gallons	18	16	10			
Wines, in a foreign ſhip, the ton - -	21	11	10			
——— having been imported into any port of England, except the port of London, and exported to any Britiſh colony or plantation in America, or the Eaſt-Indies, the ton, containing 252 gallons				18	16	10
Wines, exported to any other place, ton				15		7
Rheniſh, German, and Hungary wines imported into any port of Great Britain, in a Britiſh-built ſhip, the ton, containing 252 gallons - - -	33	12				
Ditto, in a foreign ſhip, the ton -	37	16				
Ditto, exported to any Britiſh colony in America, the ton, containing 252 gallons				33	12	
Ditto, exported to any other place, the ton				28	17	6
Portugal, Maderia, Spaniſh, and all wines, not otherwiſe enumerated, imported into the port of London, in a Britiſh-built ſhip, the ton, containing 252 gallons	19	12				
Ditto, in a foreign ſhip, ton, 252 gallons	22	8				
Ditto, having been imported into the port						

of

Wines, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
of London, and exported to any Britiſh colony in America, the ton, containing 252 gallons				19	12	
Ditto, exported to any other place, the ton				16	9	
Ditto, imported into any port of Great Britain, except London, in a Britiſh-built ſhip, the ton, containing 252 gallons	16	16				
Ditto, in a foreign ſhip, the ton, containing 252 gallons	19	12				
Ditto having been imported into any port of Great Britain, except the port of London, and exported to any Britiſh colony in America, the ton, containing 252 gallons				16	16	
Ditto, exported to any other place, the ton, containing 252 gallons				13	13	
Wine entered for priſage; viz. Rheniſh, German, or Hungary wine, imported into any port of England, in a Britiſh-built ſhip, the ton, containing 252 gal.	24	6	9			
Ditto, in a foreign ſhip, the ton, containing 252 gallons	27	1	9			
Ditto, exported to any Britiſh colony in America, the ton, containing 252 gal.				24	6	9
Wines, exported to any other place, the ton, containing 252 gallons				20	13	
Portugal or Madeira, or Spaniſh, and all other wines, not otherwiſe enumerated, imported into the port of London, in a Britiſh-built ſhip, the ton, containing 252 gallons	14	7	11			
Ditto, in a foreign ſhip, the ton, containing 252 gallons	16	4	6			
Ditto, having been imported into the port of London, and exported to any Britiſh colony in America, the ton, containing 252 gallons				14	7	11
Ditto, exported to any other place, the ton, containing 252 gallons				11	18	1
Ditto, imported into any port of England,						

except

WIN (INWARDS.) BAL	Duty.			Drawback		
Wines, continued.	£.	s.	d.	£.	s.	d.
except London, in a Britiſh-built ſhip, the ton, containing 252 gallons -	12	11	2			
Ditto, in a foreign ſhip, the ton, containing 252 gallons - - -	14	7	11			
Ditto, having been imported into any port of England, except London, and exported to any Britiſh colony or plantation in America, the ton, containing 252 gallons - - -				12	11	2
Ditto, exported to any other place, the ton				10		5
By 28 Geo. III. other wines, except as before-mentioned, to pay the ſame duty, and receive the drawback, as French wines, under the ſeveral circumſtances of importation.						
N. B. Wines are alſo ſubject to the duty of exciſe.						
Wine-lees, ſubject to the ſame duty as wine; but no drawback for any lees exported.						
Wire; viz. braſs or copper wire, not otherwiſe enumerated, the cwt. - -	2	12	3	2	9	
Wire; viz. iron wire, the cwt. -	2	17	9	2	14	
—— latten wire, the cwt. - -	2	13		2	9	8
—— ſteel wire, the pound - -			10			9
—— virginal wire of braſs or copper, cwt.	7	6	11	6	12	11
———— of iron, the cwt. - -	7	8		6	14	
Woad; viz. green woad, the ton, containing 20 cwt. - - -	1	13		1	5	6
Woad, thouloufe woad, the cwt. -		3	8		2	10
* Wood; viz. anchor ſtocks, imported in a Britiſh-built ſhip, the piece -		2	3		2	1
Ditto, in a foreign ſhip, the piece -		2	4		2	1
Balks, from 5 to 8 inches ſquare, or if 24 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120 -	2	13		2	10	6
Ditto, in a foreign ſhip, the 120 - -	2	14	5	2	10	6
Balks, under 5 inches ſquare, and under 24 feet in length, imported in a Britiſh-built ſhip, the 120 - -	1	1	3	1		3

* Wood in general, from America, under certain reſtrictions, duty-free. See Note at the end of wood.

Wood, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Balks, in a foreign ſhip, the 120 - -	1	1	9	1		3
Barrel ſtaves; ſee ſtaves						
Battens, from 8 to 20 feet in length, not above 7 inches in width, and not exceeding 2¾ inches in thickneſs, imported in a Britiſh-built ſhip, the 120 -	1	6	6	1	5	3
Ditto, in a foreign ſhip, the 120 - -	1	7	3	1	5	3
Battens, exceeding 20 feet in length, not above 7 inches in width, or if exceeding 2¾ inches in thickneſs, imported in a Britiſh-built ſhip, the 120 -	2	13		2	10	6
Ditto, in a foreign ſhip, the 120 - -	2	14	5	2	10	6
Batten ends, under 8 feet in length, not above 7 inches in width, and not exceeding 2¾ inches in thickneſs, imported in a Britiſh-built ſhip, the 120 -		8	10		8	5
Ditto, in a foreign ſhip, the 120 - -		9	1		8	5
Battens, under 8 feet in length, not above 7 inches in width, and exceeding 2¾ inches in thickneſs, imported in a Britiſh-built ſhip, the 120 - -		17	8		16	10
Ditto, in a foreign ſhip, the 120 - -		18	2		16	10
Beech boards; ſee boards						
—— plank, 2 inches thick, or upwards, imported in a Britiſh-built ſhip, the load, containing 50 cubic feet - -		13	3		12	3
Beech plank, 2 inches in thickneſs, or upwards, imported in a foreign ſhip, the load, containing 50 cubic feet - -		13	9		12	3
Beech quarters, from 5 to 8 inches ſquare, or if 24 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120	2	13		2	10	6
Ditto, in a foreign ſhip, the 120 - -	2	14	5	2	10	6
Beech quarters, under 5 inches ſquare, and under 24 feet in length, imported in a Britiſh-built ſhip, the 120 - -	1	1	3	1		3
Ditto, in a foreign ſhip, the 120 - -	1	1	9	1		3
Boards; viz. beech boards, under 2 inches in thickneſs, and under 15 feet in length, imported in a Britiſh-built ſhip, the 120	1	6	5	1	4	5

Wood, continued.	Duty. £.	s.	d.	Drawback £.	s.	d.
Boards, in a foreign ſhip, the 120 -	1	7	6	1	4	5
Beech boards, under 2 inches in thickneſs, and if 15 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120	2	12	10	2	8	10
Ditto, in a foreign ſhip, the 120 - -	2	13	11	2	8	10
Clap boards, not exceeding 5 feet 3 inches in length, and under 8 inches ſquare, imported in a Britiſh built ſhip, the 120	1				19	6
Ditto, in a foreign ſhip, the 120 - -	1		2		19	6
Linn boards, or white boards for ſhoe-makers, under 4 feet in length, and under 6 inches in thickneſs, imported in a Britiſh-built ſhip, the 120 - -	1	19	8	1	16	8
Ditto, in a foreign ſhip, the 120 - -	2	1	3	1	16	8
Linn boards for ſhoe-makers, 4 feet in length, or 6 inches in thickneſs, imported in a Britiſh-built ſhip, the 120 -	3	19	4	3	13	4
Ditto, in a foreign ſhip, the 120 - -	4		11	3	13	4
Mill boards; ſee paſteboards						
Oak boards, under 2 inches in thickneſs, and under 15 feet in length, imported in a Britiſh-built ſhip, the 120 - -	2	12	10	2	8	10
Ditto, in a foreign ſhip, the 120 - -	2	15		2	8	10
Oak boards, under 2 inches in thickneſs, and if 15 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120	5	5	8	4	17	8
Ditto, in a foreign ſhip, the 120 - -	5	7	10	4	17	8
Paling boards, hewed on one ſide, and not exceeding 7 feet in length, imported in a Britiſh-built ſhip, the 120 - -		5			4	10
Ditto, in a foreign ſhip, the 120 - -		5	1		4	10
Paling boards, exceeding 7 feet in length, imported in a Britiſh-built ſhip, the 120		10			9	8
Ditto, in a foreign ſhip, the 120 - -		10	1		9	8
Paſteboards, or millboards, imported in a Britiſh-built ſhip, the cwt. -	1				9	8
Ditto, in a foreign ſhip, the cwt. -	1		2		9	8
Pipe boards, above 5 feet 3 inches in length, and not exceeding 8 feet in length, and under 8 inches ſquare, imported in a						

PIP (INWARDS.) DEA	Duty.			Drawback		
Wood, continued.	£.	s.	d.	£.	s.	d.
Britiſh-built ſhip, the 120 -	1	10		1	9	6
Ditto, in a foreign ſhip, the 120 - -	1	10	3	1	9	6
Pipe boards, exceeding 8 feet in length, and under 8 inches ſquare, imported in a Britiſh-built ſhip, the 120 - -	3			2	19	
Ditto, in a foreign ſhip, the 120 - -	3		3	2	19	
Scale boards, imported in a Britiſh-built ſhip, the cwt. - - -	1				10	11
Ditto, in a foreign ſhip, the cwt. -	1		2		10	11
Wainſcot boards, containing 12 feet in length, and 1 inch in thickneſs, and ſo in proportion for any other length or thickneſs, imported in a Britiſh-built ſhip, the board - - -			9			8
Ditto, in a foreign ſhip - -			9½			8
White boards; ſee linn boards						
Boom ſpars; ſee ſpars						
Boxwood, imported in a Britiſh-built ſhip, the ton, containing 20 cwt. - -	2	13		2	9	
Ditto, in a foreign ſhip, the ton, containing 20 cwt. - - -	2	15		2	9	
Brazil, or fernambucca wood, for dyers, the cwt. - - - -		5	10			
Brazilletto, or Jamaica wood, the cwt.		3	7			
See 8 Geo. I. chap. xv. for brazil, &c.						
Cant ſpars and capravens; ſee ſpars						
Clap-holt; ſee clap-boards						
Deals, above 7 inches in width, and exceeding 20 feet in length, not exceeding 4 inches in thickneſs, imported in a Britiſh-built ſhip, the 120 - -	5	19		5	11	6
Ditto, imported in a foreign ſhip, the 120	6	3	2	5	11	6
Deals, exceeding 4 inches in thickneſs, imported in a Britiſh-built ſhip, the 120	11	18		11	3	
Ditto, imported in a foreign ſhip, the 120	12	2	2	11	3	
Deals, above 7 inches in width, being from 8 to 20 feet in length, and not exceeding 3¼ inches in thickneſs, imported in a Britiſh-built ſhip, the 120 - -	2	13		2	10	6
Ditto, imported in a foreign ſhip, the 120	2	14	5	2	10	6

DEA (INWARDS.) HEA

	Duty.			Drawback		
Wood, continued.	£.	s.	d.	£.	s.	d.
Deals, exceeding $3\frac{1}{4}$ inches in thickneſs, imported in a Britiſh-built ſhip, the 120	5	6		5	1	
Ditto, imported in a foreign ſhip, the 120	5	7	5	5	1	
Deal ends, above 7 inches in width, being under 8 feet in length, and not exceeding $3\frac{1}{4}$ inches in thickneſs, imported in a Britiſh-built ſhip, the 120 - -		17	8		16	10
Ditto, imported in a foreign ſhip, the 120		18	2		16	10
Deal ends, exceeding $3\frac{1}{4}$ inches in thickneſs, imported in a Britiſh built ſhip, 120	1	15	4	1	13	8
Ditto, imported in a foreign ſhip, the 120	1	16	3	1	13	8
Ebony, imported in a Britiſh-built ſhip, cwt.		13	3		12	3
N. B. By 27 Geo. III. from Africa Free.						
Ebony, imported in a foreign ſhip, the cwt.		13	9		12	3
Firkin ſtaves; ſee ſtaves						
Firewood, the fathom, 6 feet wide, and 6 feet high, imported in a Britiſh-built ſhip - - - - -		2	8		2	6
Ditto, imported in a foreign ſhip - -		2	9		2	6
Fir quarters, from 5 to 8 inches ſquare, or if 24 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120	2	13		2	10	6
Ditto, imported in a foreign ſhip, the 120	2	14	5	2	10	6
Fir quarters, under 5 inches ſquare, and under 24 feet in length, imported in a Britiſh-built ſhip, the 120 - -	1	1	3	1		3
Ditto, imported in a foreign ſhip, the 120	1	1	9	1		3
Fir timber, 8 inches ſquare, or upwards, imported in a Britiſh-built ſhip, the load, containing 50 cubic feet - -		6	8		6	4
Ditto, in a foreign ſhip, the load - -		6	10		6	4
Fuſtick, for dyers uſe, the cwt. - -			10			
See 8 Geo. I. chap. xv.						
Handſpikes, under 7 feet in length, imported in a Britiſh-built ſhip, the 120		6	8		6	2
Ditto, imported in a foreign ſhip, the 120		6	11		6	2
Handſpikes, 7 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120		13	4		12	4
Ditto, imported in a foreign ſhip, the 120		13	7		12	4
Heading and kilderkin ſtaves; ſee ſtaves						

KNE (INWARDS.) OAK	Duty.			Drawback		
Wood, continued.	£.	s.	d.	£.	s.	d.
Knees of oak, under 5 inches ſquare, imported in a Britiſh-built ſhip, the 120		3	4		3	1
Ditto, imported in a foreign ſhip, the 120		3	6		3	1
Knees of oak, from 5 to 8 inches ſquare, imported in a Britiſh-built ſhip, the 120	1	13		1	10	6
Ditto, imported in a foreign ſhip, the 120	1	14	5	1	10	6
Knees of oak, 8 inches ſquare or upwards, imported in a Britiſh-built ſhip, the load, containing 50 cubic feet - -		9	11		9	2
Ditto, imported in a foreign ſhip, the load		10	4		9	2
Lathwood in pieces, under 5 feet in length, the fathom, 6 feet wide and 6 feet high, imported in a Britiſh-built ſhip - -		13	3		12	3
Ditto, imported in a foreign ſhip - -		13	9		12	3
Lathwood in pieces, 5 feet in length, or upwards, the fathom, 6 feet wide and 6 feet high, imported in a Britiſh-built ſhip - - - -		19	10		18	4
Ditto, imported in a foreign ſhip - -	1		4		18	4
Lignum vitæ, the cwt. - -		2	3		2	
Logwood, for dyers uſe, the ton, 20 cwt. See 8 Geo. I. chap. xv.	11					
Mahogany, the ton, containing 20 cwt.	2	4		2		
Maſts under 6 inches in diameter; ſee ſpars						
—— 6 inches in diameter, and under 8 inches, imported in a Britiſh-built ſhip, the maſt - - -		1	1½		1	
Ditto, imported in a foreign ſhip, the maſt		1	2		1	
Maſts, 8 inches in diameter, and under 12 inches, imported in a Britiſh-built ſhip, the maſt - - -		3	4		3	1
Ditto, imported in a foreign ſhip, the maſt		3	6		3	1
Maſts, 12 inches in diameter, or upwards, imported in a Britiſh-built ſhip, the maſt		6	8		6	2
Ditto, imported in a foreign ſhip, the maſt		6	11		6	2
Nicaragua wood, for dyers uſe, the cwt. See 8 Geo. I. chap. xv.		1	4			
Oak boards; ſee boards						
—— plank, 2 inches in thickneſs, or upwards, imported in a Britiſh-built ſhip,						

OAK (INWARDS.) SPA	Duty.			Drawback.		
Wood, continued.	£.	s.	d.	£.	s.	d.
the load, containing 50 cubic feet -		19	10		18	4
Ditto, imported in a foreign ſhip, the load	1		8		18	4
Oak timber, 8 inches ſquare, or upwards, imported in a Britiſh-built ſhip, the load, containing 50 cubic feet - -		9	11		9	2
Ditto, imported in a foreign ſhip, the load		10	4		9	2
Oars, imported in a Britiſh-built ſhip, 120	1	19	8	1	16	8
—— imported in a foreign ſhip, the 120	2	1	3	1	16	8
Olive wood, imported in a Britiſh-built ſhip, the ton, containing 20 cwt. -	3	6		3	1	
Ditto, imported in a foreign ſhip, the ton	3	8	9	3	1	
Paling boards; ſee boards						
Pipe, or hogſhead ſtaves; ſee ſtaves						
Planks of Ireland, the 100 feet - -		2	9		2	6
Red, or Guinea wood, for dyers uſe, ton See 8 Geo. I. chap. xv.	3	6				
Round wood, under 8 inches ſquare, and under 6 feet in length, imported in a Britiſh-built ſhip, the 120 - -		13	3		12	3
Ditto, imported in a foreign ſhip, the 120		13	9		12	3
Round wood, if 6 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120 - - -	1	6	6	1	4	6
Ditto, imported in a foreign ſhip, the 120	1	7		1	4	6
Scale boards; ſee boards						
Spars under 22 feet in length, and under 4 inches in diameter, excluſive of the bark, imported in a Britiſh-built ſhip, 120		6	8		6	2
Ditto, imported in a foreign ſhip, the 120		6	11		6	2
Spars, 22 feet in length, or upwards, and under 4 inches in diameter, excluſive of the bark, imported in a Britiſh-built ſhip, the 120 - - -		11			10	2
Ditto, imported in a foreign ſhip, the 120		11	6		10	2
Spars, 4 inches in diameter, and under 6 inches, excluſive of the bark, imported in a Britiſh-built ſhip, the 120 - -	1	4	3	1	2	5
Ditto, imported in a foreign ſhip, the 120	1	5	3	1	2	5
Spars, 6 inches in diameter, or upwards; ſee maſts						

SPE (INWARDS.) SWE

Wood, continued.	Duty. £.	s.	d.	Drawback. £.	s.	d.
Speckled wood, the cwt. - -		4	5		4	1
Spokes for wheels, not exceeding 2 feet in length, imported in a Britiſh-built ſhip, the 1000 - - -		19	10		18	4
Ditto, imported in a foreign ſhip, the 1000	1		8		18	4
Ditto, exceeding 2 feet in length, imported in a Britiſh-built ſhip, the 1000 -	1	19	8	1	16	8
Ditto, imported in a foreign ſhip, the 1000	2	1	3	1	16	8
Staves, not exceeding 36 inches in length, not above 3 inches thick, or 7 broad, imported in a Britiſh-built ſhip, the 120		4			3	10
Ditto, imported in a foreign ſhip, the 120		4	1		3	10
Staves above 36, and not exceeding 50 inches in length, not above 3 inches thick, or 7 broad, imported in a Britiſh-built ſhip, the 120 - - -		7	6		7	3
Ditto, imported in a foreign ſhip, 120 -		7	7		7	3
Staves above 50 inches, and not exceeding 60 inches in length, not above 3 inches thick or 7 broad, in a Britiſh-built ſhip, the 120 - - - -		10			9	8
Ditto, imported in a foreign ſhip, the 120		10	1		9	8
Staves above 60 inches, and not exceeding 72 inches in length, not above 3 inches thick or 7 broad, in a Britiſh-built ſhip, the 120 - - - -		15			14	6
Ditto, imported in a foreign ſhip, the 120		15	1		14	6
Staves, above 72 inches in length, and not above 3 inches thick or 7 broad, in a Britiſh-built ſhip, the 120 - -		17	6		16	8
Ditto, imported in a foreign ſhip, the 120		17	7		16	8
Staves, above 3 inches thick, or 7 broad, and not exceeding 5 feet 3 inches in length, ſhall be deemed clapboards, and pay duty accordingly.						
Staves, exceeding 5 feet 3 inches in length, and above 3 inches thick, or 7 broad, ſhall be deemed pipe-boards, and pay duty accordingly.						
Sweet wood, the cwt. - - -		5	6		4	10

TIMBER (INWARDS.) *Wood, continued.*	Duty. £.	s.	d.	Drawback £.	s.	d.
Timber of Ireland, the ton, or load -		3			2	8
——— not otherwiſe particularly enumerated, being 8 inches ſquare, or upwards, imported in a Britiſh-built ſhip the load, containing 50 cubic feet - -		6	8		6	4
Ditto, imported in a foreign ſhip, the load		6	10		6	4
Ufers, under 5 inches ſquare, and under 24 feet in length, imported in a Britiſh-built ſhip, the 120 - - -	1	1	3	1		3
Ditto, imported in a foreign ſhip, the 120	1	1	9	1		3
Ufers, from 5 to 8 inches ſquare, or if 24 feet in length, or upwards, imported in a Britiſh-built ſhip, the 120 -	2	13		2	10	6
Ditto, imported in a foreign ſhip, the 120	2	14	5	2	10	6
Wainſcot boards; ſee boards						
——— Logs, 8 inches ſquare, or upwards, imported in a Britiſh-built ſhip, the load, containing 50 cubic feet -		9	11		9	2
Ditto, imported in a foreign ſhip, the load		10	4		9	2
Wood, for dyers uſe, not enumerated, cwt.		1	8			
Wood ſcoops; ſee ſcoops of wood						
Wood unmanufactured, not otherwiſe enumerated, imported from any part of Europe for every 100£. of the value	33			30	10	
Wood from America (except maſts, yards, and bowſprits) duty-free; ſee 11 Geo. III. c. xli. 8 Geo. I. c. xii. 26 Geo. III. c. liii. and 26 Geo. III. c. lx.						
Wool; viz. beaver wool, duty-free						
——— cut and combed, except combed in Ruſſia, and imported from thence in Britiſh-built ſhips, the pound - -		16	6			
Carmenia wool; ſee hair of goats						
Coney wool, the pound - -			1¾			
Cotton wool, of the Britiſh plantations, duty-free						
Ditto, not of the Britiſh plantations, the lb			1			0¾
See 6 Geo. III. chap. lii.						
Eſtridge wool in a Britiſh-built ſhip, duty-free						
Ditto, in a foreign ſhip, the cwt. - -		7	9		7	

HAR (INWARDS.) GOO	Duty. £.	s.	d.	Drawback £.	s.	d.
Hare's wool, the pound - - - - - -			1			
Iriſh wool, combed or uncombed, duty-free						
Lamb's wool, duty-free						
Polonia wool, duty-free						
Red wool, duty-free						
Sheep's wool, duty-free						
Spaniſh wool, duty-free						
Woollen cloths, the yard - - -	1	17	5	1	13	1
Ditto manufactures, of all ſorts, including hoſiery (French) and imported directly into Great Britain, for every 100£. of the value thereof - - -	12					
Woollen ſtuffs; ſee ſtuffs						
Worm ſeeds, ſee drugs						
YARN; viz. cable yarn, the cwt.		8	6			
Camel or mohair yarn, the pound			7			6
Cotton yarn, the pound - -			3½			3
——— of Ireland; ſee 18 Geo. III. chap. lvi.						
Grogram yarn, the pound - -			8			7
Iriſh yarn, the pack, containing 4 cwt. at ſix ſcore pounds to the cwt. - - -	1	2			19	6
See 7 and 8 Will. III. chap. xxxix. and 16 Geo. II. chap. xxvi.						
Raw linen yarn, the pound - -			1¼			
See 29 Geo. II. chap. xv. and 19 Geo. III. chap. xxvii.						
Wick yarn, the cwt. - - -	1	12	8	1	8	
Woollen or bay yarn, the cwt -		14	8		13	
——— yarn of Ireland; ſee 12 Geo. II. chap. xxi. and 26 Geo II. chap. xi.						
Worſted yarn, being of two or more threads twiſted or thrown, the pound -			10			9
Goods, wares, and merchandiſe, prohibited to be uſed in this kingdom, but allowed to be ſecured in warehouſes for exportation, not otherwiſe enumerated, for every 100£. of the value thereof	7	10				
Goods, wares, and merchandiſe, not otherwiſe enumerated, and not prohibited to						1

be

GOO (INWARDS.) GOO	Duty.			Drawback		
	£.	s.	d.	£.	s.	d.
be uſed in Great Britain, but allowed to be ſecured in warehouſes for exportation, for every 100£ of the value thereof	2	10				
All other goods, wares, and merchandiſe whatever, not being particularly enumerated, or charged with duty, and not prohibited to be imported, or uſed in Great B itain, nor exempt from duty, for every 100£. of the value thereof	27	10		25		

TABLE *of the* DUTIES *payable on ſundry Articles exported from Great Britain.*

AGA (OUTWARDS) COA	Duty.		
	£.	s.	d.
AGARICK, trimmed or pared, foreign, the lb.			3
——— rough or untrimmed, foreign, the lb			1
Alum, Britiſh, the cwt. - - - -		1	2
Annotto, foreign, the pound - - - -			1
Antimonium crudum, foreign, the pound -			3
Aqua-fortis, foreign, the gallon - - -			4
Argoil, foreign, the cwt. - - - -			8
Arſenick, foreign, the pound - - -			0¼
Bayberries, foreign, the cwt. - -			2
Brazil, or fernambucca wood, foreign, the cwt.		1	
Braziletto, or Jamaica wood, foreign, the cwt. -			8
Cambricks, foreign, and French lawns, ſecured in warehouſes, under the 32 Geo. II. chap. xxxii. and 7 Geo. III. chap. xliii. on exportation to the Britiſh colonies in America, the piece, 13 ells -		3	4
Cards; viz. new wool cards, Britiſh, the dozen -			7
——— old wool, Britiſh, the dozen - -			4
Cloth; viz. white woollen cloth, commonly called broad cloth, the piece - - - - -		5	6
N.B. By 28 Geo. III. if the cloth be dyed or dreſt in this kingdom, not chargeable with duty.			
Coals, uſually ſold by meaſure; viz.			
Coals, exported to Ireland, or the Iſle of Man, the chalder, containing 36 buſhels, Wincheſter meaſure		1	2

	Duty. £.	s.	d.
Coals, continued.			
Coals, to any Britiſh colony in America, the chalder		2	3
—— exported to any other place, viz. in Britiſh-built ſhips, the chalder, Newcaſtle meaſure		15	5
—— in foreign ſhips, the chalder - -	1	7	6
—— exported in certain quantities, from Newcaſtle and Swanſea, to Jerſey, Guernſey, and Alderney, under the conditions, &c. directed by the 6 Geo. III. chap. xl. the chalder, Newcaſtle meaſure		11	
Coals, uſually ſold by weight, viz. exported to Ireland, or the Iſle of Man, the ton, containing 20 cwt.			9
—— to any Britiſh colony in America, the ton		1	6
—— to any other place, viz. in Britiſh-built ſhips, the ton, containing 20 cwt. - - -		5	2
—— in foreign ſhips, the ton, containing 20 cwt.		9	2
Cochineal, foreign, the pound - - -			3
Copperas, Britiſh, for every 100£. of the value -	5	10	
Cotton wool, of the growth and produce of the Britiſh plantations in America, for every 100£. of the value thereof - - - - -	5	10	
Cotton wool, in Britiſh-built ſhips; ſee 19 Geo. III chap. liii.			
Cream of tartar, foreign, the cwt. - -		1	2
Culm exported to Liſbon, under the 31 Geo. II. c. xv. 13 Geo. III. c. lxx. and 34 Geo. III. c. xxxvi. in a Britiſh-built ſhip, the chalder, Newcaſtle meaſure		1	2
Culm, in a foreign ſhip, chalder, Newcaſtle meaſure			8
Fuſtick, foreign, the cwt. - - - -			2
Galls, foreign, the cwt. - - - -		1	2
Glue, Britiſh, the cwt. - - - -			11
Gum arabic, foreign, the cwt. - - -	1	13	4
Gum ſenaga, foreign, the cwt. - - -		5	10
Gum arabic or ſenega, to Ireland, duty-free; ſee 6 Geo. III. chap. xlvi.			
Hair; viz. hart's hair, the cwt. - - -		1	10
Horſe hair, the cwt. - - - -		6	8
Ox or Cow hair the cwt. - - - -		2	3
Hair not particularly enumerated, and not prohibited to be exported, for every 100£. of the value	5	10	
Horſes, Mares, or Geldings, each - - -		5	6
Indico of all ſorts, foreign, the pound - -			1¼

Iſinglaſs,

	Duty. £.	s.	d.
Iſinglaſs, foreign, the cwt.			11
Lapis calamanaris, for every 100£. of the value thereof	5	10	
Lawns; ſee cambricks			
Lead, caſt or uncaſt, the fodder or ton, 20 cwt.	2	5	2
Lead ore, for every 100£. of the value thereof	5	10	
Leather of all ſorts, tanned, tawed, or dreſt, the cwt.		1	2
Litharge of lead, the cwt.			3
Litmus, foreign, the cwt.			7
Logwood, foreign, the cwt.		1	2
——— in Britiſh-built ſhips; ſee 7 Geo. III. chap. xlvii			
Madder, foreign the cwt.			10
——— roots; foreign the pound			0¼
Nicaragua wood, foreign, the ton, containing 20 cwt.		4	5
Orchal, foreign, the cwt.		1	2
Orchelia, foreign, the cwt.			7
Pomegranate peels, foreign, the cwt.			5
Red or Guinea wood, foreign, the cwt.			10
Saffiower, foreign, the pound			1
Sal armoniacum, foreign, the pound			0¼
Sapan wood, foreign, the cwt.			4
Saunders, red, foreign, the cwt.			9
Sal gem, foreign, the pound			0¼
Shumac, foreign, the cwt.			5
Skins: viz. badger ſkins, the piece			1
Beaver ſkins, the ſkin, or piece of ſkin			8
——— wombs or wool; ſee wool			
Calves ſkins, tanned, tawed, or dreſſed, the cwt.		1	2
Cat ſkins, the hundred		1	6
Coney ſkins, dreſſed or tawed the 120		1	2
——— black, with or without ſilver hairs, dreſſed or tawed, the 120		3	
Dog ſkins, the dozen			2
Elk ſkins, raw, the piece		1	2
Fitches, the timber, containing 40 ſkins		1	10
Fox ſkins, the piece			1
Kid ſkins, in the hair, the hundred			7
——— dreſſed, the hundred			9
Otter ſkins, raw, the piece			0¾
——— tawed, the piece			1

SHE (OUTWARDS.) WOO	Duty. £.	s.	d.
Sheep and lamb ſkins, dreſſed without wool, the 120		2	9
Sheep ſkins, tanned, tawed, or dreſſed, the cwt. -		1	2
Squirrel ſkins, the thouſand - - -		2	9
Swan ſkins, the piece - - - - -			2
Wolf ſkins, tawed, the piece - - - -			4
Skins, not particularly enumerated nor prohibited, for every 100£. of the value thereof - - -	5	10	
Sticklack, foreign, the pound - - -			0¼
Tin, unwrought, the cwt. - - - -		3	4
Turnſall, foreign, the pound - - -			0¼
Valonia, foreign, the ton, containing 20 cwt. -		3	11
Verdigreaſe, foreign, the pound - - -			1
Wool; viz. beaver wool, the pound - -		1	8
All other goods, wares and merchandiſe, of the production, or manufacture of Great Britain, the exportation of which is not prohibited, may be exported without payment of duty, if regularly entered and ſhipped; on failure thereof, ſuch goods, &c ſhall be ſubject to duty, for every 100£. of the value thereof - - - - -	5	10	

TABLE *of the* DUTIES *payable, and Drawbacks allowed on ſundry Articles carried coaſtwiſe, or from Port to Port in Great Britain.*

COA (COASTWISE.) COA	Duty. £.	s.	d.	Drawback £.	s.	d.
COALS, except charcoal made of wood carried coaſtwiſe, except into the port of London, viz. in caſe they are ſuch as are moſt uſually ſold by weight, the ton, containing 20 cwt. -		3	8		3	8
Ditto, in caſe they are uſually ſold by the chalder, or any other meaſure reducible thereto, the chalder, containing 36 buſhels - - - - -		5	6		5	6
N.B The coal buſhel to be made round with a plain even bottom, and to be 19½ inches from outſide to outſide, and						

to

Coals, continued.	Duty. £	s.	d.	Drawback £	s.	d.
to contain one Wincheſter buſhel, and one quart of water, ſee 12 Ann ſtat. 2 chap. xvii.						
Culm, except into the port of London, the chalder, containing 36 buſhels, Wincheſter meaſure - - -		1	2		1	2
Cynders made of pit coal, to any port in Great Britain, for every chalder, containing 36 buſhels - - -		5	6			
Coals, culm, and cynders, from the bridge of Stirling, on the Firth of Forth, to the town of Dunbar, or to Redhead, or any part betwixt them, or from Ellen Foot to Bank End, in the county of Cumberland, or any other place between them, duty-free						
Coals, except charcoal made of wood, brought coaſtwiſe into the port of London; viz. in caſe they are ſuch as are moſt uſually ſold by weight, the ton, containing 20 cwt. - - -		7			4	
Ditto, in caſe they are ſuch as are moſt uſually ſold by the chalder, or any meaſure reducible thereto, the chalder -		8	10		5	10
Culm brought coaſtwiſe into the port of London, the chalder, containing 36 buſh.		4	5		1	5
Coals brought coaſtwiſe into the port of London, for the Royal Hoſpital at Chelſea, not exceeding 100 chalders by the year, the chalder - - -		5	6			
Coals, uſed for melting copper and tin ores, within the counties of Cornwall and Devon, or in fire engines for the draining water out of the mines of tin and copper, within the county of Cornwall, a drawback of all the duties paid thereon; ſee 9 Ann chap. vi. and 14 Geo. II. chap. xli.						
For all coals uſed in ſmelting copper and lead within the Iſle of Angleſey, or in						

CUL (COASTWISE.) WIN	Duty.			Drawback.		
Coals, continued.	£.	s.	d	£.	s.	d.
fire engines for the draining water out of the mines of copper and lead, within the ſaid Iſle, a drawback of all the duties, provided the amount of ſuch drawbacks ſhall not exceed the ſum of 1500£. in any one year; ſee 26 Geo. III. chap. civ.						
Culm, to be uſed in the burning of lime; viz. in ſhips or veſſels, not exceeding 30 tons burthen, from the port of Milford to any other place within the counties of Pembroke, Carmarthen, Cardigan, or Morioneth, the chalder, containing 36 buſhels - - -		1	2			
See 33 Geo. II. chap. ix.						
Slates, above the value of 20*s.* per ton, and Stones, above the value of 6*s.* per ton, the produce of Great Britain, brought coaſtwiſe, to be paid at the port of diſcharge, for every 100£. of the true value	20					
And the duty on ſlates and ſtones from Guernſey, Jerſey, Alderney, Sark, and Man, repealed and the duty as above to be paid in lieu thereof						
See 34 Geo. III. chap. li.						
This act not to be conſtrued to extend to charge with duty, the following goods, the production of Great Britain, if brought with proper diſpatches and properly entered with the officers of the cuſtoms, viz. marble, lime or iron ſtone, mill-ſtone, grind-ſtone, or whet-ſtone, poſts and caps for corn ſtacks, or mow-ſteads, troughs, gate-poſts, or other articles for the purpoſe of huſbandry, growan-ſtone, china-ſtone, or other ſtone uſed in the manufacture of porcelain or in the pottery.						
Wines; viz. French wine, in bottles, above 3 dozen, or in a caſk or caſks exceeding						

WIN (C O A S T W I S E.) WIN	Duty. £.	s.	d	Drawback £.	s.	d.
ten gallons in quantity, ſent coaſtwiſe or by land carriage, into the port of London, or to any place within the diſtance of twenty miles from the Royal Exchange, the ton, containing 252 gallons	4	4				
Ditto, of any other ſort ſent in bottles, &c. (except Rheniſh, German, and Hungary wines) the ton - - -	2	16				
See the Conſolidated Act.						

TABLE *of the* BOUNTIES *allowed on* EXPORTATION.

COR (B O U N T I E S.) GUN	£.	s.	Bounties. £.	s.	d.
CORDAGE, to all places (except the Iſle of Man) for any quantity not leſs than 3 tons, per cwt.				2	$4\frac{3}{4}$
See 6 Geo. III. chap. xlv. which was continued by other acts, and by 31 Geo. III. chap. xliii. for the term of 4 years, and to the then next ſeſſion of parliament.					
Corn, of the growth and produce of this kingdom, when the price of middling Britiſh corn and grain, at the port of exportation, ſhall be under the following prices, and exported according to law:					
Wheat, or wheat ground, the quarter -	2	4		5	
Malt made therefrom, the quarter, when wheat at - - - - -	2	4		5	
Rye, or rye ground, the quarter -	1	8		3	
Barley, beer, or bigg, the quarter -	1	2		2	6
Malt made therefrom, the quarter, when barley at - - - -	1	2		2	6
Oats, the quarter - - -	14s.			2	
Oatmeal, the quarter, containing 276 lbs. when oats are at - - - -	14s.			2	6
See 13 Geo. III. chap. xliii.—20 Geo. III. chap. xxxi. and 21 Geo. III. chap. xxix.					
Gunpowder, for each barrel, containing 100 lb. -				4	6
See 4 Geo. II. chap. xxix.—18 Geo. III. chap. xlv.					

and

	Bounties. £.	s.	d.
and 26 Geo. III. chap. liii. continued till the 29th. of September, 1792.			
Linens, made of hemp or flax, in Great Britain, Ireland, or the Iſle of Man, and exported to Spain, Portugal, Gibralter, or America, under the value of 5*d.* per yard - - - -			0½
Ditto, valued 5*d.* and under 6*d.* per yard - -			1
Ditto, valued 6*d.* and under 1*s.* 6*d.* per yard -			1½
Britiſh checked or ſtriped linen, 7*d.* and not exceeding 1*s.* 6*d.* per yard - - -			0½
N. B. Every yard of the above linens muſt be of the breadth of 25 inches or more.			
See 29 Geo. II. chap. xv.—5 Geo. II. chap. xliii.—10 Geo. II. chap. xxxviii. & 19 Geo. II. c. xxvii.			
For every yard of diaper, huckaback, ſheeting, and other ſpecies of linen, upwards of one yard Engliſh in breadth, and not exceeding 1*s.* 6*d.* the ſquare yard - - - -			1½
Britiſh or Iriſh buckrams, tilletings, linen Britiſh, callicoes, or cotton mixed with linen, printed, painted, ſtained, or dyed in Great Britain, of the breadth of 25 inches or more, before the printing, painting, or ſtaining thereof, under the value of 5*d.* per yard - - - -			0½
Ditto, valued 5*d.* and under 6*d.* per yard - -			1
Ditto, valued 6*d* and under 1*s.* 6*d.* per yard -			1½
See 21 Geo. III. chap. xl.			
Sail cloth; viz. Britiſh made ſail cloth, exported under the regulations required by law, per ell -			2
See 12 Ann chap. xvi.—4 Geo. II. chap. xxvii. and 18 Geo. III. chap. xlv.			
Salted beef and pork, per barrel - -		5	
—— ſalmon, per barrel - - -		4	6
—— dried ling and cod, called haberdines, the cwt.		3	
—— wet ling and cod, the barrel of 32 gallons -		2	
—— white herrings, the barrel of 32 gallons -		2	8
—— red herrings, the barrel of 32 gallons - -		1	9
—— red ſhotten, the barrel of 32 gallons - -		1	
—— ſprats dried, the laſt - - -		1	
N. B. They muſt be cured with Engliſh or foreign			

ſalt,

	Bounties. £.	s.	d.
salt, which has paid duty, of which the proprietor must make oath.			
Silk manufactures, of Great Britain, exported under the regulations according to law.			
Ribbons and stuffs, of silk only, the pound, avoirdupoise weight - - - - -		5	
Silk gauze, $\frac{1}{3}$ of the weight on which is allowed for gum - - - - - -			
Silk stockings, silk gloves, silk fringes, silk laces, stitching or sewing silk, the pound, ditto -		3	
Silk, and ribbons of silk, mixed with gold and silver, the pound, ditto - - - - -		6	8
Stuffs of silk, and grogram yarn, the pound, ditto		1	2
Stuffs of silk, mixed with incle, or cotton and gauze, the pound, ditto - - - - -		1	8
Stuffs of silk and worsted - - -			10
See 8 Geo. I. chap. xv.—14 Geo. I. chap. lxxxvi.—25 Geo. III. chap. lxix.			
Sugar, refined from sugar of the British plantations, under the regulations and restrictions according to law.			
Sugar, in loaves, complete and whole, and in lumps, duly refined, for every cwt. - - - -	1	6	
Ditto, in foreign ships - - - -	1	5	
Sugar, called bastards, ground or powdered sugar, broken in pieces, and candy refined, for every cwt.		11	8
See 5 Geo. III. chap. xlv. & 21 Geo. III. chap. xvi.			

BOUNTIES, PREMIUMS, or ALLOWANCES.

	£.	s.	d.
HEMP, water rotted, bright and clean, of the growth of Ireland, imported directly from thence, under the regulations required by law; from June 24, 1793, to June 24, 1800, per ton	4		
See 19 Geo. III. chap. xxxvii.			
Tobacco, damaged, for every pound weight cut off			$0\frac{1}{2}$
See 9 Geo. I. chap. xxi.			

	£.	s.	d.
Wines, damaged or corrupt, or unmerchantable, if the importer ſhall refuſe to pay the duties thereon, the commiſſioners of the cuſtoms may cauſe ſuch wines to be received into the cuſtody of the proper officers, and to be publicly ſold, in order to be diſtilled into brandy, or made into vinegar; the produce of ſuch ſale to be paid the importer, but not to exceed the following allowances:			
Of the growth of Germany (or which pay duty as ſuch) the ton - - - -		4	
Of the growth of France, ditto - - -		4	
Ditto, of Spain, Portugal, or elſewhere, ditto -		8	
See 6 Geo. I. chap. xii. * 8 Geo. I. chap. xviii. 12 Geo. I. chap. xxviii. 5 Geo. III. chap. xliii.			
* But no allowances to be made for any wines, unleſs imported in caſks on board a merchant's ſhip, directly from the place of the growth, or the uſual place of ſhipping (except as to ſhips ſtranded.)			
Whale fiſhery, carried on in the Greenland Seas, and Davis's Streights:			
For every ſhip or veſſel which ſhall proceed on the ſaid fiſhery (the ſeveral proviſions and directions relating thereto being complied with) from December 25, 1786, to December 25, 1791, per ton	1	10	
See 11 Geo. III. chap. xxxviii. 15 Geo. III. chap. xxxi. 18 Geo. III. chap. lv. 26 Geo. III. chap. xxvi.			
In the Fiſhery on the Banks of Newfoundland,			
THE ſeveral bounties hereafter-mentioned, are allowed annually, for ten years (from and after January 1, 1787) for a certain number of veſſels employed in this fiſhery, under certain regulations and reſtrictions, as provided by law, viz. ſuch Britiſh-built veſſels fitted and cleared out (from Great Britain, Ireland, and the Britiſh dominions in Europe, and owned by Britiſh ſubjects reſiding therein) after the 1ſt. of January, 1787, and after that day in each ſucceeding year, which ſhall proceed to the Banks of Newfoundland, and having catched a cargo of fiſh upon thoſe Banks, conſiſt-			

Fiſheries, continued.	£.	s.	d.
ing of not leſs than 10,000, by tale, ſhall land the ſame at one of the ports between Cape St. John and Cape Raye, on or before the 15th. of July in each year, and ſhall make one more trip, at leaſt, to the ſaid Banks, and return with another cargo of fiſh, catched there, to the ſame port: In which caſe,			
The 100 veſſels firſt arriving at the ſaid Iſland of Newfoundland, from the Banks thereof, with a cargo containing as before-mentioned, and after landing the ſame at one of the ports within the limits before-mentioned, in Newfoundland, ſhall proceed again to the ſaid Banks, and return to the ſaid Iſland with another cargo, containing 10,000 fiſh, as before mentioned, and navigated with not leſs than 12 men, ſhall be entitled to, each veſſel - - - -	40		
Do. if leſs than 12, & not leſs than 7 men each veſſel	25		
But provided any of the 100 veſſels ſo firſt arriving, ſhall be navigated by not leſs than 12 men, who go out on ſhares of the profits, in lieu of wages, ſhall be entitled to, each veſſel - -	50		
Do. if leſs than 12, & not leſs than 7 men, each veſſel	35		
The 100 veſſels which ſhall ſo next arrive, under the ſame regulations and reſtrictions, navigated with not leſs than 12 men, ſhall be entitled to, each veſſel	25		
Do. if leſs than 12 & not leſs than 7 men, each veſſel	18		
But provided any of the 100 veſſels ſo arriving, ſhall be navigated by not leſs than 12 men, who go out on ſhares in lieu of wages, ſhall be entitled to, each veſſel - - - - -	35		
Do. if leſs than 12, & not leſs than 7 men, each veſſel	21		
See 15 Geo. III. chap. xxxi. 18 Geo. III. chap. lv. and 26 Geo. III. chap. xxvi.			
Whale Fiſhery, to the ſouthward of the ſeventh degree of north latitude:			
THE ſeveral bounties hereafter-mentioned are allowed annually, for ten years, for 15 ſhips or veſſels employed in this fiſhery, provided the limitations, reſtrictions, and directions relating thereto (as per			

Fisheries, continued.

	£.	s.	d.
act) are complied with; such British-built vessels, fitted and cleared out after the 1st. of May, and before the 1st. of Sept. 1786; and so on in each succeeding year, and return before the 1st. of July in the subsequent year, to some port of Great Britain, which shall take and kill one whale at least in these as above-mentioned:			
For the 3 ships or vessels which shall so arrive in each year, with the greatest quantity of oil, taken as aforesaid, being not less than 20 tons, each -	500		
For the 3 ships or vessels with the next greatest quantity, being not less than 20 tons, each - -	400		
For the 3 ships or vessels with the next greatest quantity, being not less than 20 tons, each - -	300		
For the 3 ships or vessels with the next greatest quantity, being not less than 20 tons, each - -	200		
For the 3 ships or vessels with the next greatest quantity, being not less than 20 tons, each - -	100		
See 26 Geo. III. chap. 1.			
Whale Fishery, to the southward of the 36th. degree of south latitude:			
THE bounties hereafter-mentioned are allowed annually, for 5 years, for 5 ships or vessels employed in this fishery, provided the limitations, restrictions, and directions relating thereto (as per act) are complied with; such British-built vessels fitted and cleared out, which shall proceed to the southward of the 36th. degree of south latitude, shall there carry on the said fishery, and not return in less than 18 months, nor remain longer than 28 months, from the 1st. of May in the year cleared out, the said ship reporting at some port in Great Britain:			
For the first ship or vessel which shall arrive with the greatest quantity of oil, or head-matter, taken in those seas, not being less than 20 tons - -	700		
For the second ship or vessel with the next greatest quantity, not less than 20 tons - -	600		
For the third ship or vessel with the next greatest quantity, not less than 20 tons - - -	500		
For the fourth ship or vessel with the next greatest			

quantity

(BOUNTIES, PREMIUMS, OR ALLOWANCES.)

Fiſheries, continued.	£.	s.	d.
quantity, not leſs than 20 tons - -	400		
For the fifth ſhip or veſſel with the next greateſt quantity, not leſs than 20 tons - -	300		

See 26 Geo. III. chap. 1.

TABLE *of the* DUTIES *payable in the* EXCISE, *Drawbacks upon Exportation, Bounties and Allowances made in certain Caſes, and to certain Perſons, from the ſaid Duties.*

AUC (EXCISE.) BEE

	£.	s.	d.
AUCTION. For 10*s.* of the purchaſe money, ariſing from any ſale by auction, of any intereſt in freehold, copyhold, or leaſehold lands, tenements, &c. and annuities or ſums of money charged thereon; utenſils and ſtock in huſbandry, ſhips and veſſels; reverſionary intereſt in the funds; plate and jewels - - -			3½
Ditto, of furniture, fixtures, pictures, books, horſes and carriages, and all other goods and chattels whatſoever - - - -			7
Beer. For every barrel of beer or ale, above 6*s.* the barrel (excluſive of the duty, not twopenny ale, mentioned in the ſeventh article of the treaty of union, nor table beer) and made for ſale according to the act in the 22d. year of Geo. III. - -		8	
Allowance upon every barrel of ditto, made for ſale by retail, within the bills of mortality -		1	4
Do. for ſale by retail in any other part of England		1	8
Do. for ſale by retail in Scotland - -			10
Bounty on exportation of do. when barley is at or under 1£. 4*s.* the quarter, containing 8 buſhels, the barrel - - - -		1	

Drawback

Wherever it is not expreſſed to the contrary in this table, the different articles are always the produce of Great Britain, or Britiſh manufacture, whether of or on Native or Foreign materials, and the ſame duties are payable all through Great Britain. The duties alſo, except when particularly mentioned, are payable by the Auctioneer, Agent, Maker, Manufacturer, or Importer.

Beer, continued.	£.	s.	d.
Drawback on exportation of do. after deducting 3*d.* per ton for charges, the barrel - -		8	
Beer or ale made for ſale, of 6*s.* the barrel, or under (excluſive of the duty) the barrel -		1	4
Allowance on every barrel of do. made for ſale by retail in England - - -			4
Ditto, for ſale by retail in Scotland - -			3
Engliſh table beer or ale, above 6*s.* the barrel, and not exceeding 13*s.* excluſive of the duties made according to the act in the 33d. Geo. III. the barrel - - - -		3	
Two-penny Ale, mentioned and deſcribed in the 7th. article of the treaty of the union, the barrel		3	$4\frac{1}{4}\frac{1}{1}\frac{3}{9}$
Allowance on every barrel do. brewed in Scotland			6
Beer, Ale, or Mum, except French, imported, the barrel - - - - - -		17	3
French Beer, Ale, or Mum, imported directly into Great Britain, the barrel - - -		8	
Bricks and Tiles. Bricks, for every 1000 - -		4	
Plain tiles, for every 1000 - - -		4	10
Pan tiles, or ridge tiles, for every 1000 -		12	10
Paving tiles, not exceeding ten inches ſquare, the 100 - - - - - -		2	5
Ditto, exceeding ten inches ſquare, the 100 -		4	10
Tiles, other than ſuch as are before deſcribed, for every 1000 - - - - -		4	10
Any perſon may make, *for the ſole purpoſe of draining wet or marſhy lands*, tiles nineteen inches and $\frac{3}{10}$ in length, and thirteen inches and $\frac{3}{10}$ in breadth, bent into a ſemielliptical form, the inſide of the crown of the arch thereof being not leſs than ſeven inches perpendicular from a ſtrait line drawn from the one to the other ſide thereof after the ſame is ſo bent, and ſuch ſides not being at any part thereof more than five inches diſtant from each other on the inſide, and tiles as nearly of the dimenſions, and bent as nearly into the form aforeſaid as may be, to be uſed for the purpoſe aforeſaid, without being chargeable with any duty for the ſame.			

Tiles, continued.	£.	s.	d.
Drawback upon exportation of the whole duty on all bricks and tiles.			
Candles. Candles (except wax and ſpermaceti candles) the pound - - -			1
Ditto, wax of ſpermaceti, the pound - -			3½
Drawback upon exportation of the whole duty paid on candles.			
Coaches or carriages with 4 wheels, built for ſale, each - - - - - - -	1		
Chaiſes, chairs, &c. 2 wheels each, built for ſale, each - - - - -		10	
Cocoa nuts and coffee, the produce of any Britiſh colony in America, that have been ſecured in warehouſes, on importation; when taken out for home conſumption, the pound - -			6½
Ditto, the produce of any other place, &c. the lb.		1	8
Drawback on the exportation of chocolate made in Great Britain, from cocoa nuts the produce of any Britiſh colony in America, the pound -			5
Ditto, from cocoa the produce of any other place, the pound - - - - -		1	4
Cyder and perry. Cyder or perry, ſold by retail (to be paid by the retailer) the hogſhead -		14	7
Ditto, ſold in quantities of 20 gallons or upwards, by any dealer, made from fruit of his own growth, the hogſhead - - - -		6	11
Such laſt mentioned cyder or perry, when received into the poſſeſſion of any perſon to be ſold, to be paid by ſuch perſon, the hogſhead -		7	8
Cyder or perry, conſigned to any agent to ſell, to be paid by ſuch agent, the hogſhead -		19	2
Drawback upon exportation of the whole duty paid on cyder or perry, made in Great Britain, after deducting 3*d.* per ton for charges.			
Ditto, imported into Great Britain, the ton 252 gal.	17	16	6
Glaſs. There ſhall be paid by the importer, over and above all other duties payable upon glaſs imported, the following duties:			
French plate glaſs, imported, the ſquare foot, ſuperficial meaſure - - - - -		2	2¼

	£.	s.	d.
French flint glaſs, or French enamel, ſtained, or paſte glaſs, or French phial glaſs, the cwt. -	2	3	6
French ſpread window glaſs, called broad glaſs, the cwt. - - - -		8	1
French window glaſs (not being ſpread glaſs) whether flaſhed or otherwiſe manufactured, and called crown or German ſheet glaſs, the cwt. -	1	9	9
Plate glaſs and other glaſs manufactures not before deſcribed, imported, as aforeſaid (not being ſpread window glaſs, called broad glaſs, nor bottles other than phials, the cwt. -	2	2	
Materials for making of all plate, flint enamel, ſtained, paſte, or phial glaſs, the cwt. -	1	16	2¼
Materials made uſe of in making ſpread window glaſs, called broad glaſs, the cwt. - -		8	0½
Materials made uſe of in making of all window glaſs, (not being ſpread glaſs) whether flaſhed or otherwiſe manufactured, and called crown glaſs, or German ſheet glaſs, the cwt. - -	1	4	2
Materials made uſe of in making common bottles not being phials, and of veſſels made uſe of in chemical laboratories, and of garden glaſſes, and of all other veſſels or utenſils made of common bottle metal, the cwt. - - -		4	0¼
Drawbacks of Exciſe Duties.			
There ſhall be paid the following drawbacks upon all glaſs made in Great Britain, and exported as merchandiſe to foreign parts:			
Plate glaſs made in Great Britain, the ſquare foot		2	2¼
Flint glaſs, or enamelled, ſtained, or paſte glaſs, or phial glaſs, the cwt. - - -	2	3	6
Spread window glaſs, called broad glaſs, the cwt.		8	1
Window glaſs (not being ſpread glaſs) whether flaſhed or otherwiſe manufactured, and called crown glaſs or German ſheet glaſs, the cwt.	1	9	9
Common bottles, (not phials) and of veſſels made uſe of in chemical laboratories, and of garden glaſſes, and of all other veſſels or utenſils made of common bottle metal, the cwt. - -		4	0½

	£	s.	d.
Hides and ſkins. Of what kind ſoever, and calve ſkins, kips, hogs, dogs, and ſeal ſkins, tanned, with ſheep and lamb ſkins, tanned for gloves and bazils, the pound - - -			1½
Goat ſkins, tanned with ſhumac, or otherwiſe, to reſemble Spaniſh leather, the pound -			4
Sheep ſkins which ſhall be tanned for roans, after the nature of Spaniſh leather, the pound -			2
Hides of horſes, mares, and geldings, dreſſed in allum and ſalt, or meal, or otherwiſe tawed, each		1	6
Ditto of ſteers, cows, or any other hides, of what kind ſoever, dreſſed as aforeſaid, each - -		3	
Calve ſkins, kips, and ſeal ſkins, dreſſed as aforeſaid, the pound - - -			1½
Slink calve ſkins, dreſſed as aforeſaid, in the hair, the dozen - - - -		3	
Slink calve ſkins, dreſſed or tawed without hair, dog ſkins, tawed as aforeſaid, kid ſkins tawed, (except ſuch kid ſkins as paid the full duty on the importation) the dozen - -		1	
Buck and doe ſkins (except ſuch as paid the full duty on importation) dreſſed in allum and ſalt, or meal, or otherwiſe tawed, the pound -			6
Goat ſkins, and beaver ſkins, dreſſed as aforeſaid, the dozen - - - - -		2	
Sheep and lamb ſkins, dreſſed as aforeſaid, the lb.			1¼
All other hides, ſkins, and pieces of hides and ſkins, tanned or tawed in Great Britain, not herein before particularly charged, for every 100£. of the value thereof - - -	30		
All hides and ſkins, and all deer ſkins, goat ſkins, and beaver ſkins, dreſſed in oil, the pound -			6
Calve ſkins, dreſſed in oil, the pound - -			8
Sheep and lamb ſkins, dreſſed in oil, the pound			3
All other ſkins, and parts or pieces of skins, dreſſed in oil, not already charged, for every 100£. of the value thereof - - -	15		
For ſuch laſt-mentioned hides and ſkins, and pieces of hides and skins, dreſſed in oil, the pound.			2
Drawback of two-thirds of the duties on the ex-			

Skins, continued.	£.	s.	d.
portation of all hides, calve, ſheep, and lamb skins, tanned or tawed.			
Ditto on the exportation of hides, calve and ſeal skins, curried the pound - -			1
Ditto, on the exportation of tanned leather, chargeable to duty by weight, when manufactured into goods, the pound - -			1½
Drawback of two-thirds of the duty on the exportation of every pound of tawed leather, when made into boots, ſhoes, gloves, or other manufactures.			
Vellum, the dozen skins - - -		3	5½
Parchment, the dozen skins - - -		1	8¾
Hops cured for uſe, the pound - -			1 1 2 0
Drawback on ditto, exported to Ireland, the pound			1 1 2 0
Malt made of barley, or any other corn or grain, in England, the buſhel - - -			9¾
Ditto, made in Scotland, the buſhel - -			4¾ 1 2 0
Ditto, brought from Scotland to England, according to an act in the 33d. of Geo. II. the buſhel			4¾ 1 2 0
Malt, brought from Scotland to England without a certificate, agreeable to the aforeſaid act, the buſhel - - - - - -			9¾
Allowance on every quarter of malt made and locked up for exportation, according to act 27th. Geo. III. - - - - -			3
Metheglin or mead, made for ſale, the gallon -		1	0½
Paper. Firſt Claſs. For every pound avoirdupois of paper, fit for writing, drawing, or printing, and all elephant paper, and all cartridge papers - - - - - -			2½
Second Claſs. For every pound of coloured papers, and whited brown papers (except elephant and cartridge papers) fit for wrapping up goods, and not for writing, drawing or printing -			1
Third Claſs. For every pound of brown paper fit for wrapping up goods, and not for writing, drawing, or printing - - - -			0½
Fourth Claſs. For every pound of every kind of paper not before deſcribed, except ſheathing			

Paper, continued.	£.	s.	d.
paper, and button paper, or button board, made in Great Britain - - -			2½
Fifth claſs. For every cwt. of paſteboard, mill board, and ſcaleboard - - -		10	6
For every cwt. of glazed paper, for clothiers and hot-preſſers - - - - -		6	
Every yard ſquare of paper, printed, painted, or ſtained, in Great Britain, to ſerve for hangings, over and above the duties payable on ſuch paper, before ſtained - - - -			1¾
Parchment; ſee hides			
Perry; ſee cyder			
Printed goods. Foreign callicoe and muſlin, printed or dyed in Great Britain, or French, imported directly into Great Britain (except ſuch as ſhall be dyed throughout of one colour only) the yard ſquare - - -			7
Linens and ſtuffs, made either of cotton or linen, mixt with other materials, fuſtians, velvets, velverets, dimities, and ſtuffs commonly called Britiſh manufactory, and Britiſh muſlins, and figured ſtuffs made wholly of cotton, or of cotton and other materials mixed, which ſhall be wove and printed, or dyed in Great Britain (except ſuch as ſhall be dyed throughout of one colour only, and ſtuffs made of woollen, or whereof the greateſt part in value ſhall be woollen) the yard ſquare - - - -			3½
Linens and ſtuffs (French) made either of cotton or linen entirely, or mixed with other materials, figured, printed, or dyed, and imported directly into Great Britain (except ſuch as are dyed throughout of one colour, and ſtuffs made of woollen, cotton, or ſilk mixed) the yard ſquare			3½
Silks, printed, ſtained, or painted, in Great Britain (handkerchiefs excepted) for every yard in length ½ yard wide - - - -		1	1¾
Silk handkerchiefs, printed, or dyed in Great Britain, the yard ſquare - - - -			4½
Drawback upon exportation of the whole duty on			

	£.	s.	d.
all goods printed, &c. in Great Britain.			
Skins; ſee hides			
Soap. Hard cake ſoap, or ball ſoap, the pound			2¼
Allowance for every pound of ditto uſed in the woollen manufacture - -			1½
Ditto, in whitening new linen - - -			1¼
Soft ſoap, the pound - - -			1¼
Allowance for every pound of ditto uſed in the woollen manufacture - - - -			1 1/12
Ditto, in whitening new linen in the piece - -			0¾
Ditto, for every pound of ſoap made and uſed in Great Britain, in the flax and cotton manufacture - - - - - -			0¾
Drawback upon exportation of the whole duty on ſoap.			
Spirits. Fermented wort or waſh, brewed in England, for extracting ſpirits for home-conſumption, from any malt, corn, grain, or tilts, or any mixture with the ſame, the gallon -			8
Cyder or perry, or any other waſh or liquor, brewed as aforeſaid, from Britiſh materials (except ſuch as before mentioned) or from any mixture therewith, for home-conſumption, the gallon			7
Fermented wort or waſh, brewed as aforeſaid, from molaſſes, or ſugar, or any mixture therewith, for home-conſumption, the gallon - -			11¾
Waſh, brewed as aforeſaid from foreign refuſed wine, or foreign cyder or waſh, prepared from foreign materials (except molaſſes and ſugar) or any mixture therewith, for home-conſumption, the gallon - - - -		1	4
Waſh, which George Biſhop of Maidſtone, ſhall produce, from a weight of malt, or other corn, not exceeding the cwt. including the bran thereof, the 96 gallons - - -	1	1	9½
Waſh, produced by the ſaid George Biſhop, from which 24 gallons ſhall be taken and diſtilled by the officer of exciſe, as directed by the 26 Geo. III. and ſuch 24 gallons, ſo diſtilled, ſhall produce more than two gallons and three-fourths			

Spirits, continued.	£.	s.	d.
of a gallon of ſpirits, at the ſtrength of one in ſeven under hydrometer proof, the gallon -		1	
Britiſh ſpirits, of a ſtrength not exceeding that of one to ten over hydrometer proof, manufactured in Scotland, and brought into any other part of the united kingdom, the gallon - -		3	8
And for all ſuch Britiſh ſpirits of a greater ſtrength than one to ten over hydrometer proof, and not exceeding three per centum over and above one to ten over hydrometer proof, the gallon -		2	
And alſo a further duty proportioned to the degree of ſtrength in which ſuch ſpirits ſhall exceed the ſaid ſtrength of one to ten over hydrometer proof.			
Single brandy, aqua vitæ, or ſingle ſpirits of all ſorts (not of the produce of the Britiſh colonies,) the gal.		5	11
Brandy, ſpirits, or aqua vitæ, above proof, not of the Britiſh colonies, the gallon - -		11	5
Rum ſpirits, or aqua vitæ, of the produce of the Britiſh colonies, the gallon - -		4	11
Rum ſpirits, or aqua vitæ, above proof, of the produce of the Britiſh colonies, the gallon - -		9	4
Bounty on every ton of Britiſh ſpirits exported -	3	12	
Starch, the pound - - - -			3½
Allowance for every pound avoirdupois of ditto, made and uſed in the cotton and flax manufacture			1½
Allowance for ſuch as is uſed in finiſhing new linen in the piece for ſale, the pound - -			3
Drawback on every pound of ditto exported -			3½
Sweets, commonly called made wines, made for ſale, from fruit or ſugar together, or mixt with any other ingredients or materials, the barrel - -		18	4¾
Tea. For every 100£. of the value, according to the price at which the ſame ſhall be ſold at the ſales of the Eaſt India Company - -	7	10	
Drawback on all teas exported to Ireland, or the Britiſh plantations in America, of the whole duty.			
Verjuice, made for ſale, the hogſhead -		7	8
Vellum; ſee hides			
Vinegar. Vinegar beer, or liquors preparing for vinegar, brewed for ſale, the barrel -		10	0¾

	£.	s.	d.
Wine. French, Rheniſh, German, or Hungary, imported, the ton - - - -	17	17	
All other wines, the ton - - -	11	18	
Drawback on Rheniſh, German, or Hungary wine, exported to any Britiſh colony in America, ton	14	7	
Drawback on ditto, to the Eaſt Indies, the ton -	9	17	
——— on ditto, to any other place -	5	13	
——— on all wines, except French, Rheniſh, German, or Hungary, exported to any Britiſh colony in America, the ton - - -	9	11	4
Drawback on all wines except ditto, to Eaſt Indies	6	11	4
——— on ditto, to any other place -	3	15	4
——— on every ton of French wine exported to the Britiſh plantations in America or the Eaſt Indies - - - - - -	14	7	
Drawback on every ton of ditto, exported to any other place - - - -	5	13	
Wire. Gilt wire, the ounce troy - -			9¼
Silver wire, the ounce troy - - -			7
Drawback on the exportation of gold thread, lace, or fringe, made of gilt wire, ſpun upon ſilk, lb.		7	8
Drawback upon the exportation of ſilver thread, lace, or fringe, made of ſilver wire, ſpun upon ſilk, the pound - - - -		5	9

A LIST of STAMP DUTIES.

	£.	s.	d.
AGREEMENTS (except when the matter of agreement ſhall not exceed 20£. and alſo except thoſe for leaſe at rack rent of meſſuages under 5£. thoſe for hire of labourers, artificers, manufacturers, or menial ſervants, and thoſe relating to ſale of goods, &c.) - - - -		6	
Advertiſement in newſpaper or periodical pamphlet		3	
Almanack book or ſheet - -			4
Apprentices indentures each - - -		6	
Indentures (pariſh or charity) - - -			6
Fees given with apprentices, clerks, or ſervants,			

bound

	£.	s.	d.
bound or articled by indentures, from 1£. to 50£. for every pound - - -			6
All above 50£. and upwards, for every pound -		1	
Articles of clerkſhip - - -		6	
Aſſurance of houſes and policy; ſee inſurance and policy			
Award - - - - -		5	
Bills, negotiable, and promiſſory notes above 20s. and under 5£. - - - -			3
N.B. In theſe bills above mentioned, muſt be inſerted, the place of abode, of both the indorſer and perſon to whom the ſame are made payable, with a witneſs to each, otherwiſe they are invalid, nor will they ſtand in force for more than 21 days.			
Bills of exchange, drafts and orders, payable otherwiſe than on demand amounting to 2£. and not exceeding 30£. - - - -			6
Ditto, above 30£. and not exceeding 50£. - -			9
Ditto, above 50£. and not exceeding 100£. -		1	
Ditto, above 100£. and not exceeding 200£. -		1	6
Ditto, above 200£. - - -		2	
Bills of exchange, foreign, drawn in ſets, where the ſum ſhall not exceed 100£. - - -			6
Ditto, exceeding 100£. and not 200£. -			9
Ditto, exceeding 200£. - - -		1	
Drafts on bankers payable to bearer at ſight, duty-free, if the banker does not reſide above ten miles from the drawer.			
Bill of lading - - - -		1	
Birth, or chriſtning, entry of - - -			3
Burial, entry of - - - -			3
Bonds (except ſuch as are given as ſecurity for money) charter-party, contract, deed, or deed poll, indenture, obligatory inſtrument, letter of attorney, leaſe, procuration, and releaſe -		6	
Bonds given as ſecurity for payment of money, if not above one hundred pounds - -		5	
Ditto, if above one hundred pounds, and under five hundred pounds - - -		10	
Ditto, if for five hundred pounds, or upwards -		15	

	£.	s.	d.
Certificate or debenture for drawbacks - -		2	
Charter-party - - - - -		6	
Contract - - - -		6	
Drawbacks; ſee certificate			
Inſurance of houſes or goods from fire, per annum, upon every 100£. inſured; ſee policy - -		1	6
Leaſe of land, houſe, &c. - - -		6	
Legacy; ſee receipt			
Note promiſſory; ſee bill of exchange			
Pamphlets of half a ſheet, or leſs, each -			0½
——— of one ſheet - - -			1
——— per ſheet, for every ſheet in one copy of every pamphlet, not exceeding 6 ſheets in octavo, or a ſmaller ſize, 12 ſheets in quarto, and 20 in folio - - - - - -		2	
Paſſports - - - -		1	
Policy of aſſurance on houſe, goods, or life, ſhip, cargo, or both, on any ſum not exceeding 1000£. - - - -		6	
—— if above 1000£. - - -		11	
Receipts amounting to 2£. and under 20£. - -			2
Ditto, 20£. and under 50£. - - -			4
Ditto, 50£. and upwards - - -			6
Receipts however ſmall the ſum if *in full of all demands* - - - -			6
Receipt for a legacy or ſhare of perſonal eſtate, not exceeding twenty pounds - - -		5	
Ditto, if exceeding 20£. and under 100£. - -		10	
Ditto, if amounting to 100£. - - -	2		
——— and an additional 20*s*. for every further 100£.			
N. B. Wives, children, and grandchildren pay but half theſe legacy duties, nor do they pay any part of the 20*s*. for every additional or further 100£.			
Transfer of ſtock in any company, ſociety, or corporation, except the bank of England - -		10	
Upon transfers made at the bank of England -		7	9

THE

RATES AND DUTIES

ON ALL

Goods, Wares, and Merchandiſe,

PASSING THRO' THE SOUND, AT

ELSINORE, IN DENMARK;

As the ſame are eſtabliſhed by Treaties:

To which are ſubjoined, the Mode of Exchange there; Extracts of Treaties relative thereto; Account of Port Charges; Directions to Maſters Clearing, &c. Obſervations to Merchants; Ordinance of Saluting the Caſtle; Tables of Weights and Meaſures; and many other Obſervations, very neceſſary to be known.

ALE (SOUND DUTIES.) ASH	Specie.	
	Rix.	*Stiv.*
ALE and alegar, 8 hhds. - - -		36
Alum, 3 ſhip lb. or 3 barrels - -		36
Almonds, 100 lb. - - - - -		9
Amber, wrought, 30 lb. - - - -		36
——— filed, 4 ſhip lb. - - -		36
Anchovies, 1 laſt - - - -		24
Anchorſtocks, 1 ſhock - - -	1	
Antimony, 1 ſhip lb. - - -		12
Apples, 1 laſt, or 12 barrels - -		12
Apothecary ware, the lieſpond, val. 36 rixd. -		18
Arrack, 1 awme - - - - -		24
Argal, 6 ſhip lb. - - -		36
Arſenicum, 1 ſhip lb. - - -		12
Auripigmentum, 400 lb. - - -		36
Aſhes, potaſh. 1 laſt, 12 ſhip lb. 12 barrels, or 5 caſks	1	

	Specie.	
	Rix.	*Stiv.*
Aſhes, weedaſh. 1 laſt, 12 ſhip lb. 12 barrels, or 5 caſks		12
—— but from Sweden, 4 caſks are a laſt; and from Colberg and Stetin, 3 caſks are a laſt -		
BACON, 1 ſhip lb. - - -		6
Balks of fir, 20 ps. - - - -		30
——— of oak, 10 ps. - -		30
Barkholter, or ſhips bins, 1 ſhock - -	1	
Barley, 1 laſt, or 20 barrels - - -		24
——— groats 12 ditto, or 1 laſt - - -		36
——— peel'd, 1 laſt - - - -		36
Bays, double, 6 ps. - - - -		36
—— ſingle, 12 ps. - - - - -		36
Beans, 1 laſt, or 12 barrels - - - -		12
Bear ſkins, 100 ps. - - - - -	1	
Beaver cods, 1 lb. val. 6 rix. - - -		3
——— ſkins, 100 ps. - - - -	1	
——— hair or wool, 50 lb. - - -	1	
Bed tickens, fine, 8 ps. - - -		30
——— coarſe, 50 ps. - - -		30
Bed coverings, 4 dozen - - - -		30
Beef, ſalted, 1 laſt, or 12 barrels - - -		36
Beer, Pomeranian, Roſtock, Wiſmar, or Lubeck beer, 1 laſt, or 6 caſks - - -		36
—— of malt, 8 hhds. or 12 barrels - -		36
—— Spruce beer, 1 laſt, or 6 caſks - -		36
——— one eight, or cag -		$\frac{5}{8}$
Berries of Cadix, 1 laſt - - -		30
——— bay or juniper, 1 laſt, or 12 barrels, or 800 lb.		36
Biſcuit of wheat, 1 laſt, or 12 barrels - -		18
——— of rye or barley, 1 do. or do. -		12
Boat hook ſhafts, 1000 ps. - - -		16
—— ſtems, 100 ps. - - - -		24
Bowſprits, *as* ſpires.		
Books, printed, the 100 lb. value 36 rixd. -		18
Boxes, painted, 2 baſkets-full - - -		36
Brandy, French and Spaniſh, 1 hhd. or 30 virtels, but from Charente, 27 virtels - - -		24
Brandy, Rheniſh, 1 awme - - -		24
——— Daniſh, Flenſburgh, or corn brandy, 1 laſt, 8 awmes, or 12 barrels - - -	1	24

	Specie.	
	Rix.	*Stiv.*
Braſs, ſolid, wire, or wrought, 1 ſhip lb. or baſket		24
Bricks, 1000, val. 3 rixd.		1½
Briſtles, 1 ſhip lb. val. 36 rixd.		18
Brimſtone, 12 ſhip lb.	1	
Buntin, 40 ps.		30
Butter, 1 laſt, or 12 barrels	1	12
CABLES and cordage, 1 ſhip lb.		6
Cadmia, 1 do.		6
Calamine, 1 do.		6
Calicoes, 16 ps.		30
Calmus, 600 lb.		36
Cambricks, fine, 8 ps.		30
——— coarſe, 16 ps.		30
Cannons of iron, 6 ſhip lb.		24
——— braſs, or metal, 1 ſhipp.		24
Canvas, 8 ps. double breadth, French, or Dantzick		30
——— 20 ps. ſingle, Melvings, Boldavel		30
——— 20 ps. Memel's		30
Capers, 2 pipes, 4 quardells, or 4 hhds.		36
Cardamoms, 100 lb.		36
Cards for playing, or carding, 30 dozen		18
Carvey ſeeds, 400 lb.		36
Caſes for bottles, 40 ps.		36
Caſſia, fiſtula, and ponte, 100 lb.		36
Caſks, 50 ps.		6
Caſtoreum, *vide* Beaver's cods.		
Caviare, 300 lb. val. 18 rixd.		9
Cement, 1 laſt, or 6 ſhip lb. or 12 barrels		36
Chalk, red, 100 lb. val. 12 rixd.		6
Cheſts, 1 laſt		18
——— cypreſs cheſts, 1 neſt, or 12 ps.		36
Cheeſe, 1 laſt, or 12 ſhip lb.	1	
Cheſnuts, 36 boiſſeaux, or ſacks		36
Cyder, 3 hhds.		36
——— ager, 8 hhds.		36
Cinnamon, 100 lb.		36
Clapboards, 1 great hundred, or 48 ſhock	1	
Clockwork, the 100 lb. val. 36 rixd.		18
Cloth, coarſe, 16 ps.		36
——— fine, or Spaniſh, 8 ps.		36

	Specie. Rix.	Stiv.
Cloth, dozens, ſingle, 16 ps.		36
——— double, 8 ps.		36
——— ſhort cloths, 8 ps.		36
——— long do. 16 ps.		36
——— Scotch, Amſterdam, Flemiſh, or French, 1 bale, or 16 ps. coarſe		30
——— liſts, 30 dozen		30
——— remnants, 125 lb.		22½
——— haircloth, 40 ps.		30
Cloves, 100 lb.		36
Coals from Holland, by value in paſſports.		
—— from England pay no duty, but ſhip pays double light-money.		
Cochineal, 100 lb.		36
Codilla, *vide* Tow.		
Coffee, 100 lb.		24
Confectionaries, 100 lb.		18
Copper, 1 ſhip lb.		24
Copper, wrought, the 100 lb. val. 32 rixd.		16
Copperas, 1 ſhip lb.		6
Cork, 30 bundles		36
Cotton, 200 lb.		36
——— yarn, 50 lb.		30
Coverings for horſes, 4 dozen		30
Cows, one		24
Cream of tartar, 6 ſhip lb.		36
Cubebs, 100 lb.		12
Currants, 4 bales, or 800 lb.		36
DAMASK of ſilk, 8 ps.		36
——— linen, or camelotte de Ryſſel, 12 ps.		30
——— woollen, 24 ps.		30
Dates, 100 lb.		9
Deals, common fir, of 10 to 14 feet, 100 ps.		36
——— 14 to 20 feet, 1 ſhock		24
——— 20 feet and above, 1 ſhock	1	
——— from Norway, 1 laſt		18
—— double, 1 ſhock		36
—— of oak, 1 do.	1	
—— Carliham deals, 1 ſhock		24
—— Caſſubean, 1 do.		36

	Specie.	
	Rix.	*Stiv.*
Deals, Pruſſian and Stetin, 1 do. - - -		36
Deer, raindeer, one - - - -		24
Diaper, 20 ps. or 500 arſ. - - -		30
Dimity, 40 ps. - - - - -		36
Drillings, 20 ps. - - - - -		30
——— from St. Peterſburgh, 1000 arſ. -	1	12
——— table-cloths, do. 100 ps. - -		30
——— napkins, do. 500 ps. - - -		30
Druggets, 24 ps. - - - -		30
Dyeing drugs, red, from Dantzick, 4 ſhip lb. -		36
——— from Sweden, 1 laſt -		36
EELS, 1 laſt, 6 caſks, or 12 barrels -		30
Elephants teeth, 100 lb. - - -		9
FEATHERS, coarſe, 1 ſhip lb. - -		6
——— down, 1 ſhip lb. - -		36
Figs, in baſkets, 36 per laſt. 1600 lb. - -		36
Fiſh, dried, or Roaches, 1 laſt, or 6 ſhip lb. or 1000 ps.		30
—— ſalted, cabilian, or cod, 1 laſt, or 12 barrels -		12
—— dried flounders, 1 laſt, or 20000 ps. -		12
—— aberdan, 1 laſt, or 1000 ps. - - -		12
—— mackarel, 1 do. - - -	1	12
—— ſalmon, 1 do. or 12 barrels - - -	1	12
—— ſturgeon, 1 do. 12 do. 6 caſks, or $9\frac{6}{8}$ths. -	1	12
—— ſalted herrings, 1 laſt, or 12 barrels -		24
—— ſmoked do. 1 laſt - - - - -		3
—— ſprats, 8 laſts, or 20000 ps. - - -		24
—— ravrekling, 1 laſt - - - -		36
Flagſtaffs, 25 ps. - - - - -		30
Flannel, 24 ps. - - - - -		30
Flax, heckled, 1 ſhip lb. - - -		36
—— common 3 band, 6 head, half clean, Courland, Marienburg, Druana, Memels, Franken, Dantzick, Pruſſia, rappens, and roſits, 6 ſhip lb. -	1	
—— 9 and 12 head, Eſtricks, Heiligen, Knocken, Matten, all ſort Narva, Pater Noſter, Podoliſh, Pleſcow, Rakitzer, and clean flax, 4 ſhip lb. -	1	
—— combings, 12 ſhip lb. - - -	1	
Flower of barley or rye, 1 laſt, or 12 barrels -		24
——— of wheat, 800 lb. - - -		36
Frankincenſe, 1 hhd. or 200 lb. - -		18

	Specie.	
	Rix.	*Stiv.*
Frieze, 12 ps. - - - -		36
Fringes of wool, 16 lb. - - -		30
——— of ſilk, 12 lb. - - -		30
GAUL nuts, 800 lb. - - -		36
Ginger, dry, 300 lb. - - -		36
——— preſerved, 150 lb. - - -		36
Glaſs vials, 30 ſhock - - -		30
—— quart bottles, 100 doz. val. 50 rixd. - -		24
—— pint do. 150 doz. val. 50 rixd. - -		24
—— bottles, 2 pipes full - - -		12
—— window glaſs, 8 cheſts, or baſkets, French, Heſſian, or Dantzick - - -		30
—— do. from Lubeck, 12 cheſts - -		30
—— drinking glaſſes from England, or Venice, 4 cheſts - - - - -		36
Glue, 300 lb. - - - -		18
Gloves, Ruſſian and Courland, 1000 pair -		36
——— from other places, 1 doz. val. 2 rixd. -		1
Gold lace and wire, 6 lb. - - -		30
Greaſe, kitchen greaſe, 1 laſt - -		36
Groats of buck wheat, 1 laſt, or 12 barrels -		18
——— millet, 1 do. do. - -		30
——— barley, 1 do. do. - -		36
——— oats, 1 do. do. - -		12
Guinea, grains, 1000 lb. - - -		30
Gum, 800 lb. - - - -		36
Gunpowder, 1 centner - - -		6
HABERDASHERY, the 100 lb. val. 36 rixd.		18
Hair, common hair, 8 ſhip lb. -		36
—— coney hair, or camel's hair, 50 lb. - -		30
—— goat's hair, 1 ſhip lb. - - -		9
—— horſe hair, 100 lb. val. 12 rixd. - -		6
—— human hair, 1 lb. val. 1 rixd. - -		½
Halberds, 100 ps. - - - -		24
Handſpokes, 1000 ps. - - -		16
Harneſſes for war, 100 ps. - - -	1	
——— or cuiraſſes, 15 ps. - -		36
Hats, ſtorm ha s, 50 ps. - - -		6
—— beaver hats, 1 doz. val. 48 rixd. - -		24
—— felt hats, 1 caſk - - -		12

	Specie.	
	Rix.	*Stiv.*
Helmets, 15 ps. - - - -		24
Hemp, 1 laſt, or 6 ſhip lb. - - -	1	
Hides of elks, deer, or Ruſſian hides, 4 degger -		36
—— ſalted and raw, ox, or horſe hides, 6 do. -		36
—— dry hides, 10 do. - - - -		36
Honey, 1 laſt, 8 awmes, or 12 barrels -	1	12
Hoops, ſticks for, 1000 ps. - - -		4
Hops, 1 laſt, or 6 ſhip lb. - - -		36
Horſes, one - - - -		36
Huckaback from St. Peterſburg, 20 ps. or 500 arſ.		30
IRON, anchors, bolts, cannons, hoops for caſks, balls, and bars, 6 ſhip lb. - - -		24
—— white iron, or tin, 8 caſks, or 1 ſhip lb. -		24
—— old iron, 8 ſhip lb. - - - -		24
—— plates, ovens, ſtoves, or pots, 4 ſhip lb. -		24
—— pans, and wire, 1 ſhip lb. - -		12
—— droſs, 4 do. - - -		12
—— oſmond, 12 ſhip. or 1 laſt - -		24
—— anvils, 1 ſhip lb. - - -		6
—— iras, 100 lb. val. 14 rixd. - -		7
Ironmongers ware, the 100 lb. val. 24 rixd. - -		12
Iſinglaſs, 1 ſhip lb. - - -		18
Incenſe, or Olibanum, 200 lb. - -		18
Indigo, 100 lb. - - -		36
KERSEYS, Oſnaburgs, 24 ps. - -		30
Knees for ſhips, 25 ps. - - -		36
LACE, gold and ſilver lace, 6 lb. - -		30
—— ſilk and ferret lace, 12 lb. - -		30
—— thread, cotton, woollen, or mohair lace, 50 lb.		30
Lampreys, 1 barrel - - - -		8
Lantern leaves, 1000 ps. val. 10 rixd. -		5
Lapis calaminaris, 6 ſhip lb. - - -		36
Laths, ſtraw laths, 1000 ps. - - -		8
—— ſmall round, 1000 ps. - - -		16
—— top laths, and of oak of 6 to 7 fathoms, 75 ps.		30
—————— under 6 fathoms, 100 ps. -		30
Lead, 1 fother, or 6 ſhip lb. - - -		24
—— white, black, or red lead, 1 ſhip lb. - -		6
—— red lead, or minium, 400 lb. - -		36
—— ſhot, 1 centner - - -		4

	Specie. Rix.	Stiv.
Leather, allumed, 1000 ps. - - -		36
——— baſſans, 20 degger - - -		36
——— gilt leather, 20 ps. - - -		30
——— white, 1000 ps. - - - -		36
——— dry, ſems and rotlands, 10 degger, - -		36
——— ſole and pump, 400 lb. - - -		36
——— Spaniſh, tanned, & Turkey, 6 degg. or 400 lb.		36
——— Scotch, Ruſſian, or hides, 4 do. - -		36
Lemons, 1 cheſt, or 300 ps. - - -		2
——— ſalted, 2 pipes, or 4 quardellos -		36
——— juice, 1 pipe - - - -		36
Liquorice, 100 lb. - - - - -		9
Linen, tow, and headen linen, 40 ps. -		30
—— ſtift, and Dantzick, Cracows, or buckram, 40 ps.		30
—— flaxen, ſingle melbings, Boldavel, Pomeranian, and ſuch like, 20 ps. - - -		30
—— double melbings, Boldavel, 8 ps. -		30
—— Stetin, 30 ps. - - -		30
—— Hollands, 15 ps. - - - -		30
—— hempen, 80 ps. - - -		30
—— Sileſia, Brunſwick, and Weſtphalia, 12 ps.		30
—— pack linen, 40 ps. - - -		30
—— a caſk Holland's linen - - -		30
—— from Ruſſia, all ſorts, coarſe, or fine, except diaper, drillings, huckaback and ſail-cloth, 40 ps. or 2000 arſ. - - - -		30
Litharge, 6 ſhip lb. - - -		36
Lubbins, 1 ſhock - - - - -		1
MACE, 100 lb. - - -		36
Madder, 6 bales, or 800 lb. - -		36
Malt, one laſt, or 20 barrels - - -		18
Manna, 400 lb. - - - -		36
Maſts for boats, one ſhock - - -	1	24
—— of 14 palm, and under, per ps. - -		8
—— of 15 palm, and above, per ps. - -		24
Matches, one ſhip lb. - - -		9
Mats, 1000 ps. - - - -		15
Mead, one laſt, 8 awmes, or 12 barrels -	1	24
Mercery ware, one caſk, val. 100 rixd. -		30
Metal, or bell-metal, one ſhip lb. - -		24

	Specie. Rix.	Stiv.
Mill-rods, one ps.		8
Mohair, 50 lb.		30
Mugs of ſtone, or earthen ware, one baſket		36
Mum, one laſt, or 6 caſks		36
Muſlin, fine, 8 ps.		30
——— coarſe, 16 ps.		30
Muſquets, one cheſt, or 100 ps.		24
——— barrels, 4 dozen, ſhort ones		24
Muſtard, one laſt, or 12 barrels		30
NAILS, 6 caſks, or ſix centner		24
Nutmegs, 100 lb.		36
Nuts, 1 laſt, or 12 barrels		12
—— walnuts, one laſt, 18 barrels, or 36 boiſſeaux		12
—— cheſnuts, 36 boiſſeaux		36
OAKUM, 10 ſhip lb.		36
Oars, large, one ſhock		12
—— ſmall, one do.		8
Oats, and oatmeal, one laſt, or 12 barrels		12
Ochre, yellow, 800 lb.		36
Oil of hemp, lint, or rapeſeed, 1 laſt, or 8 awmes		36
—— olives, Portugal, and Seville, 1 pipe		36
—— train oil, one laſt, eight hhds. or 12 barrels		36
Olibanum, 400 lb.		36
Olives, two pipes, four quardellos, or four hhds.		36
Onions, one laſt, or 12 barrels		18
Oranges, Seville, or China, one cheſt, or 300 ps.		2
Oxen, one ox	1	
PACK of ſilk, woollen, or velvet, val. 100 rixd.		30
Paint, red, from Dantzick, 1 laſt, 4 ſhip lb.		36
Paper, 8 bales, or 80 reams		30
Paradiſe grains; ſee ſeeds.		
Peaſe, 1 laſt, or 12 barrels		12
Pepper, 100 lb.		12
Pencil, or black lead, 1 ſhip lb.		6
Pewter, 1 ſhip lb.		24
Pigeons dung, 1 ſhip lb.		6
Pimenta, 100 lb.		9
Pikes, ſhafts for, 100 ps.		6
—— irons for, 100 ps.		6
Pins, 50 dozen		30

	Specie. Rix.	Stiv.
Pitch, 1 laſt, or 12 barrels, large hoops		18
—— 1 do. or 12 do. ſmall hoops		9
Pladings, 40 ps. or 1000 ells		30
Plaiſtering, 1 mons, or 2200 lb. val. 2 rixd.		1
Planks of oak, fir, and double, 1 ſhock	1	
——— wainſcot, 1 ſhock. *See Wainſcot*		24
Plumbs, 2 pipes		36
Pluſh, 8 ps.		36
Pork, 1 laſt, or 6 ſhip lb.		36
Prunes, 2 pipes, 1600 lb.		36
——— Hungarian, 800 lb.		36
Prunellos, 100 lb.		9
Pumps, wood for, 25 ps.		36
QUICKSILVER, 50 lb.		36
Quills, 1000, val. 2 rixd.		1
RAISINS, 1 caſk, or 400 lb.		36
——— ſmall, 36 baſkets, or 1600 lb.		36
Rhaponticum, 100 lb.		36
Rhubarb, 100 lb.		36
Ribands, ſilk and ferret, 12 lb.		30
——— gold and ſilver, 6 lb.		30
Rice, 800 lb.		36
Rickers from Riga, 1 ſhock		12
——— Stockholm, 1 ps.		8
——— Carlſham, 25 ps.		30
——— Narva, 75 ps.		30
——— Wyburg, 1000 ps.		16
Roſin, 6 ſhip lb.		36
Rye, 1 laſt, or 20 barrels		24
—— chaff of, 1 laſt		12
SAILCLOTH, 8 ps.		30
Safflow, 100 lb.		3
Saffron 8 lb.		36
Salt, French, Scotch, or Spaniſh, 1 laſt, or 18 barrels		24
—— Lunenburg, 1 laſt, or 12 barrels		36
Saltpetre, 6 centner, or 600 lb.		36
Sarſaparella, 100 lb.		36
Says, ſingle, Engliſh, 24 ps.		30
—— double, 8 ps.		36
—— by weight, 50 lb.		30

	Specie.	
	Rix.	*Stiv.*
Seeds, aniſe ſeed, 400 lb. - - -		36
—— canary ſeed, one caſk - - -		6
—— coriander ſeed, 4 bales, or 800 lb.		36
—— hemp ſeed, 1 laſt, or 24 barrels - -		18
—— lint and ſowing ſeed, 1 laſt, or 24 do. -		36
—— paradiſe ſeed, 1000 lb. - - -		30
—— rape ſeed, 1 laſt, or 24 barrels - -		36
Shirts, Scotch woollen, 100 ps. - -		30
Shoes, 1 pair, or 1 lb. - - - -		1
Silk for ſewing, and all ſorts of wrought ſilk, when mentioned by weight, 12 lb. - -		30
— lace, 12 lb. - - - -		30
— raw, 100 lb. - - - -		30
Silver wire, 6 lb. - - - - -		30
—— lace; ſee lace.		
Skins, bear ſkins, 100 ps. - - -	1	
—— buck, 200 ps. - - -		36
——— 4000 young - - - -		36
—— calf ſkins, 100 ps. - - - -		12
—— carduan, 6 degger - - - -		36
—— cat ſkins, 1000 ps. - - - -		36
—— ermines, 20 timber - - -		36
—— ilken, or wild cat ſkins, 1000 ps. -		36
—— fox ſkins, 100 ps. - - -		36
—— furs, fine, 8 ps. - - -		30
——— coarſe, 50 ps. - - -		30
——— ſmall, 1000 ps. - - -		36
—— goat ſkins, 1000 ps. - - -		36
—— hare ſkins, 1 bale, or 1000 ps. val. 75 rixd.		36
—— kid ſkins, 1000 ps. - - -		9
—— lamb ſkins, 2000 ps. - - -		36
—— martin ſkins, 1 timber - - -		30
—— otter ſkins, 100 ps. - - -	1	24
—— rabbit ſkins, 2000 black, or 4000 grey -		36
—— rackoons, 12 dozen - - -		36
—— Roman ſkins, 16 dozen - - -		36
—— Ruſſian or Juchtens, 4 deg. or 1 ſhip lb. -		36
—— ſables, val. 100 rixd. - - -		36
—— ſaffian ſkins, 6 degger - - -		36
—— ſheep ſkins, 1000 ps. - - - -		36

	Specie.	
	Rix.	*Stiv.*
Skins, wolf ſkins, 100 ps. - -		36
Soap, green, 1 laſt, or 12 barrels - -		36
—— white, or Spaniſh, 4 bales, or 400 lb. - -		36
Spars for enſign ſtaffs, 25 ps. - - -		30
—— over 36 feet, 75 ps. - - -		30
—— common, 100 ps. - - -		16
—— ſmall, or laths, 1000 ps. - -		16
Spears, or bowſprits, 1 ps. - - -		8
—— above 15 palm, 1 ps. - - -		24
Staves for caſk heads, 1 great hund. or 48 ſhock -	1	
——pipe, hogſhead, and barrel ſtaves, 1 great hund. or 48 ſhock - - - - -		36
Starch, 300 lb. - - - -		8
Steel, 2 ſhip lb. or 6 centner - -		24
Stockings, 100 pr. fine kerſeys - -		30
—— 100 men's woollen - -		30
—— 200 children's do. - -		30
—— 50 men's knitted worſted -		30
—— 100 children's do. - -		30
—— 50 Florette, ſpotted - -		30
—— 50 Sayette - - -		30
—— 30 dozen, coarſe cloth -		30
—— 60 do. woollen - -		30
—— 12 pr. or 12 lb. ſilk hoſe - -		30
Stones, oland ſtones, 1000 feet, 500 ells, or 500 ps. - -		30
Stuffs, callimancoes, 24 ps. - -		30
—— camblets, 12 ps. double - -		30
—— 24 ps. ſingle - -		30
—— crapes, 24 ps. - - -		30
—— bombaſine, and of cotton, 24 ps. -		30
—— brocaded with gold and ſilver, 2 ps. - -		36
—— Mackay, 12 ps. double - - -		30
—— 24 ps. ſingle - - -		30
—— perpetuan, 24 ps. - - -		30
—— raſhes, 24 ps. - - -		30
—— mixt with blue, 10 ps. - -		30
—— ſerge, 8 ps. double - - -		36
—— 24 ps. ſingle - - -		30
—— all woollen ſtuffs, 24 ps. - -		30

	Specie.	
	Rix.	*Stiv.*
Stuffs, Barattas, Caffa, damaſks, rattins, ſatins, taffeties, and all ſorts of ſilk ſtuffs, 8 ps. - -		36
Succade, 1 hhd. or 150 lb. - - -		30
Sugar, candy, confectionary and banquet, 100 lb.		18
—— powder, loaf, bread, or cakes, 100 lb. -		9
Sumach, 1600 lb. - - -		36
Sword hilts, 100 ps. - - -		18
—— blades, 100 ps. - - -		24
—— broad ſwords, 50 ps. - - -		24
TALLOW, common, or ſoap tallow, 1 laſt, or 6 ſhip lb. - - -		36
Tar, 1 laſt, or 12 barrels, large hoops -		18
—— 1 do. 12 do. ſmall hoops -		9
Tarras, 1 laſt, 6 ſhip lb. or 12 barrels -		36
Tea, by value of 1 rixd. per lb.		
Thread, pack-thread, 1 ſhip lb. - - -		30
——— for ſewing, 50 lb. - - - -		30
——— of gold and ſilver, 6 lb. - - -		30
Tiles, by value of 5 rixd. per thouſand.		
Tillers for ſhips, wooden ones, 1 ſhock - -	1	
Tin, 8 caſks, or 1 ſhip lb. - - - -		24
—— wrought 1 baſket, or 1 ſhip lb. - -		24
—— plates, 4 caſks, or 1 ſhip lb. - -		12
Tobacco, 100 lb. - - - - -		9
Tobacco pipes, by value.		
Tow and codille, 10 ſhip lb. - - -		36
Treacle, 1 pipe, or 2 hhds. - - -		36
Trinnels for ſhips, 40000 ps. - - -		36
Troughs of wood, 20 ſhock - - - -		36
Turpentine, 6 ſhip lb. - - - -		36
Twine, 50 lb. - - - -		6
VELVET, 4 ps. fine - - -		36
——— 8 ps. coarſe - - -		36
Verdigriſe, 400 lb. - - - -		36
Vermilion, 100 lb. - - - -		36
Vitriol, 6 ſhip lb. - - - - -		36
Vinegar, 4 hhds. - - - -	1	
WAINSCOT, Courland, 2 ſhock -		18
——— Pruſſian, 1 do. - -		24
Wainſcot, of 8 to 10 ells, 1 do. -		24

	Specie. Rix.	Stiv.
Walnuts. *See* Nuts.		
Wax, 1 ſhip lb. - - - -		36
—— ſealing wax, by value.		
Wheat, 1 laſt, or 20 barrels - -	1	
—— chaff of wheat, 1 laſt - -		18
—— buck wheat, 1 do. or 12 barrels -		12
—— groats, 1 laſt, or 12 barrels - -		18
Wine, Bourdeaux, Stade's wine, 4 hhds. value 52 rixd. - - - -	1	36
—— Nantes, St. Martin, Croiſic and Poulegien, 4 hhds. val. 45 rixd. - - -	1	24
—— Spaniſh, Portugal, Malaga, or Alicant wines, 1 pipe, val. 45 rixd. by Engliſh, Hollanders, French, and Swedes - -	1	24
—— but by others, val. 60 rixd. per pipe -	2	
—— Malvaſia, and wine de Tint, 1 pipe. -	2	
—— Sack, Muſcatteller, Peter, Semin, Corſican, Naples, Livorno, Syracuſe, and all Italian, or Levant wines, 1 pipe, val. 60 rixd. -	2	
—— Frontiniac, or Muſcat wine, 1 hhd. - -		24
—— Rheniſh, 6 awmes val. 144 rixd. -	4	$38\frac{2}{5}$
—— Hungary 6 awmes val. 144 rixd. -	4	$38\frac{2}{5}$
—— Moſell, 6 do. val. 144 rixd. - -	4	$38\frac{2}{5}$
—— Champaign and Burgundy, 1 hhd. -		24
—— Hooglands and Bayonne, 4 hhds. val. 60 rixd.	2	
—— Piccarden, 2 pipes, val. 60 rixd. -	2	
—— Tavelle and Cotte Rotie, 1 pipe -	1	
—— Hermitage, 1 hhd. - - -		24
—— in bottles, in hogſheads, per hhd. -		12
—— all ſorts of French wines from Hamburg, or Bremen, 1 hhd. - - -		24
Wire of iron, 6 centner - - -		24
—— of braſs, 3 do. - - -		24
—— of gold, or ſilver, 6 lb. - - -		30
Woad, 4 ſhip lb. - - - -		36
Wood, Aſynwood, 800 lb. - - -		30
—— Aſh and Beach trees, 40 ps. - -		36
—— Aſh trees from Pernau, val. 6 ſtiv. per ps.		
—— Braſil wood, 1000 lb. - -		30
—— Calimo or ſweetwood, 100 lb. - -		9

	Specie. Rix.	Stiv.
Wood, Caliatur wood, 1000 lb. - -		36
—— Campechie wood, 1000 lb. - -		36
—— Dyeing wood, 800 lb. - - -		24
—— French and fatwood, 1 great 100, or 48 ſhock	1	
—— Fernabuck, 1000 lb. - -		30
—— Fice wood, and Galeci wood, 1000 lb. -		36
—— Gallen wood, and Japan wood, 1000 lb.		30
—— Lignum vitæ, 400 lb. - -		36
—— Logwood, 800 lb. - - -		30
—— St. Martin's wood 1000 lb. - -		36
—— Nicorgo wood, 800 lb. - - -		30
—— Pinkwood, 400 lb. - -		36
—— Provence wood, 1000 lb. - -		30
—— for pumps, 25 ps. - - -		36
—— for axel-trees from Courland, 100 ps. -		18
Wooden platters, 20 ſhock - -		8
—— diſhes and trays, 20 ſhock - -		36
—— milking veſſels, 20 do. - -		36
—— poles of pinewood, 100 ps. - -		16
—— ſhovels, 40 ſhock - -		36
—— do. ſhafts 1000 ps. - - -		16
—— ſpars, ſmall, 1000 ps. - - -		16
—— mulls, 20 ſhock - - -		36
Wool, beaver's wool, 50 lb. - - -	1	
—— coarſe, or Scotch and common wool, 6 ſhip lb.		30
—— cult wool, or flock, 8 ſhip lb. - -		36
—— from Dantzick, 4 ſhip lb. - -		36
—— lamb and fine wool, 4 ſhip lb. - -		36
—— Spaniſh wool, 200 lb. - - -		36
—— woollen, cotton and mohair lace 50 lb. -		30
YARDS for ſhips, 1 ps. - - -		8
Yarn of tow, 4 ſhip lb. - - -		36
—— cotton and Elberfelts yarn, Sayette, worſted and Turkey yarn, and all ſorts of woollen yarn, 50 lb. - - - -		30
—— flaxen yarn 1 ſhip lb. - - -		36
—— Florette yarn, 12 lb. - - -		30
—— linen yarn, 1 ſhip lb. or 40 ſhock - -		36
—— ſpun yarn, 6 ſhip lb. - - - -		36

Mode of Exchange, Extracts of Treaties, and other Useful Information, very neceſſary to be known by Thoſe, that Trade to the Sound.

AT ELSINORE, by the Article of Treaty with Holland, all Duties are to be paid in Specie Rixdollars, but as a great inconvenience was found to ariſe, in the procuring of them, an agio of 6 Stivers per Rixdollar is ſtipulated, to make them Crown Rixdollars, and on thoſe, 3 Stivers per Rixdollar, to make them Current Rixdollars, which 6 and 3 Stivers make 19 Rixdollars 25½ St. per cent. advance, ſo that 100 Specie Rixdollars are equal to 119 Rixdollars 25½ Stivers Current, 48 Stivers making a Rixdollar.

EXAMPLE.

	Sp.Rixd.		*St.*		*Sp.Rixd.*		*Rixd.*	*St.*
If	1	:	6	: :	100	48)600 (	12	24
	1	:	3	: :	112½	48)337½ (	7	1½

Rixd. 19 25½ Current.

The Ships Port Charges are made in Crown Rixdollars, with the Agio of 3 St. per Rixd. to make them Current Rixdollars.

The Par of Exchange between England and Elſinore, is 5 Rixdollars Current, per £. Sterling.

By the Treaty between their Majeſties Charles II. *of England, and Chriſtian* V. *of Denmark*, 1670.

The Engliſh are to pay no more duties than other nations (Swedes excepted) and to enjoy all the privileges of any other foreigner in Denmark.

To have the liberty of deferring payment of the Sound duties upwards, till they return downwards, or have three month's credit from the time the ſhip paſſes inwards; but on goods coming from the Baltic, the duty muſt be paid immediately.

By the Treaty between Denmark and Holland 1701, *which confirms and renews that of* 1645, *made in Chriſtianople.*

The larage, meaſure, and weight of goods which pay duty by the laſt, meaſure, and weight, ſhall be reckoned as they are at the place loaded.

The

The ton or 4 hhds. of Bourdeaux wine to be val. at 52 Rixd.
1 Pipe of Malaga or Spaniſh wine - - at 45 Rixd.
4 hhds. of Nantes wine - - - - at 45 Rixd.
The 30th. part of which is to be paid in duty.

Goods not ſpecified in the Tariff of 1645 ſhall pay 1 per cent. of their value, at the place they came from, in duty.

Goods having once paid duty to be free afterwards, if they ſhould repaſs the Sound.

Oil of linſeed, rape, and hempſeed, are prohibited by a placart of November 22d. 1704; mohair twiſted is forbid by a placart of July 18th. 1708; cloth, corn, and earthen ware of all ſorts, are prohibited by a placart of February 25th. 1717; brimſtone is forbid importation by a placart, of December 29th. 1727; wool cards are not to be imported into Sicæland, by a placart of September 15th. 1727, but are admitted any where elſe; buckram is not to be brought into Copenhagen and the Iſland of Sicæland, by order of the Chamber of Finances of September 10th. 1728; dried fiſh, or ſalt cod from foreign parts, is prohibited by a placart of March 23d. 1729; flannels and iron in bars, are prohibited by a placart of September 8th. 1730, but allowed on Oplag, which is a privilege granted to Copenhagen and Elſinore, where all foreign goods may be landed, and exported duty free, within a year, for exexportation; kerſies are forbid to be imported; woollen ſtuffs of all kinds, and ſtockings, are prohibited; brandy, ſalt tobacco, and wine, may not be brought into any port, in Denmark, but Copenhagen.

Ships coming in ſtormy weather into the Sound to ſeek a ſafe road ſtead, or in time of war, a convoy, but not intending to go farther, ſhall not be demanded to pay the duties.

An Engliſh veſſel paſſing thro' the Sound upwards, in ballaſt, or laden with bricks, chalk or tiles, or which has not ſix laſts of merchandiſe aboard, each laſt 1200 lb. or 4 ſhip lb. and having no paſs, pays,

	Specie.	
	Rix.	*Stiv.*
Light money	2	
Director		24
Specie Rixd.	2	24
Agio 6 Stiv. per Rixd.		15
Carried over	2	39

Brought forward	2	39
Cuſtom-houſe officers fees, paſs money, &c.	2	12
Guardſhip		4
Searcher	1	
Crown Rixd.	6	7
Agio 3 Stiv. per Rixd.		19
Current Rixd.	6	26

If ſhe has a paſs, ſhe pays nothing to the Searcher.

If loaden with coals, common ſtones, or grindſtones from Bremen, or has above ſix laſts of merchandiſe aboard, ſhe pays,

	Specie. *Rix.*	*Stiv.*
Light Money	4	
Director		24
Specie Rixd.	4	24
Agio, 6 Stiv. per Rixd.		27
Crown Rixd.	5	3
Cuſtom-houſe officers fees	2	12
Guardſhip		4
Searcher	1	
Tranſlator, if loaden only with coals and grindſtones		12
——— if with any goods that pay duty		24

When you have more than 5 cockets, he gets 5 ſtivers per cocket, or if more than 4 bills of lading, 6 ſtivers for ea. bill of lading, according as he makes out the account of duties.

When an Engliſh ſhip comes downwards ballaſted, ſhe pays as before.

	Specie. *Rix.*	*Stiv.*
Light Money and Director Sp. Rixd.	$2\frac{1}{2}$	
If loaden, Light Money and Director	4	24
Crown Rixd.	5	3
Cuſtom-houſe officers fees	2	12
Guardſhip		4

But

But if ſhe come from St. Peterſburgh, Wyberg, or Narva, the Tranſlator receives 8 Stivers for ea. bill of lading above four, according to which he makes out the account of duties, but under four, thirty two Stivers.

Theſe are the three different forms of the Port charges, as charged by the cuſtom-houſe, beſides which, the perſon who clears the ſhip charges ½ Rixd. crowns for his trouble and the Poor money ½ Rixd. * is alſo put into the port charges; ſo that a ballaſt ſhip's port charges will amount to 7 Rixd. 2 Stivers current, and one loaden with coals, to 10 Rixd. 12 Stivers, current, but with other goods, according to the number of cockets and bills of lading, the tranſlator's fees varying by them, as before explained.

Ships laying at anchor at the Lapſand or any way between the Kohl and Cronberg Caſtle, by reaſon of contrary winds, the captains wiſhing to clear, are allowed, on paying a rixd. more than uſual, and may then proceed, as ſoon as winds permit without further ſtoppage.

Ordinance for lowering in the Sound.

All ſhips ſailing thro' Oreſund, from North or South, ſhall to ſhew the Caſtle due honour, lower and keep their ſails lowered full five minutes, the ſalute to be made when the northernmoſt church enters, or is concealed behind the caſtle; ſo that the lowering is not to be made till the church goes in behind the caſtle, nor done before the church opens itſelf without the caſtle again, every one neglecting muſt expect by cannon ſhot, to be compelled to the ſame, and beſides pay a fine

* The Engliſh have a Poor Box at Elſinore, which the Conſul has the direction of, for their ſhipwrecked people, that paſs on their way home, every ſhip paying each time they paſs ½ Rixd. out of which a ſhipwrecked boy uſed to get one Rixd. a ſailor one, a mate four, and a maſter eight; beſides which, they get ſome rixdollars from the Cuſtom-houſe, commonly a maſter four rixd. a mate two, a ſailor one, and a boy ½ rixd. out of the money that is paid for clearing ſhips on holidays, &c. The Engliſh Poor Box alſo allows their ſhipwrecked people, lodging and diet while they are obliged to wait at Elſinore for an opportunity to get home: But if the maſter does not contribute, neither he nor his people can receive any advantage from it, if they ſhould meet with any misfortune.

for his obſtinacy *——The ſails to be lowered, are on ſhips carrying topgallant-ſails, the topgallant-ſails, lowered entirely down on the cap; on ſhips having only one topgallant-ſail, and at the ſame time the fore-topſail, which muſt be lowered half maſt down; on ſhips having no topgallant-ſails, both topſails lowered half maſt; on all other ſhips, if galliots, ſmacks, ketches, brigantines, or others of what kind ſoever, carrying on-flying topſails, the topſail entirely down, but thoſe having no flying or ſtanding topſails, or having all reefs in their topſails are exempt.

When any one with a contrary or ſcant wind, or ſmall breeze, has the current ſo againſt them, that it would ſet them aſtern, if they lowered, it ſhall by hoiſting a blue flag at the guard ſhip's fore-top-maſt head, or in caſe ſhe be not there, by hoiſting colours at the caſtle, be made known to them, that no ſalute is required.

In caſe any veſſel be fired at, the maſter ſhall with two of his crew go on ſhore, to ſhew reaſon before the court of inqueſt, why they have not lowered. If an oath be required that in due time and manner he lowered, and it is ſo deponed by he and his people, then he is free, if not he muſt pay for each ſhot fired from the caſtle 5 rixd. 20 ſtiv. current, and from the guard ſhip's boat when in purſuit, one ducat.

No ſhip is allowed to paſs the Sound without clearing; if caught, the maſter is fined according to the ſize of the ſhip and value the of cargo; except in caſe of ſtormy weather that ſhe cannot anchor in the road without great riſk; or the ſhip being leaky, and going to repair, or deliver; going in theſe caſes to Copenhagen, provided they ſend their documents as ſoon as poſſible to Elſinore, to be cleared at the cuſtom houſe, is not looked upon as a fraud, but only a caſe of neceſſity.

Watermen, and pilots either through the Grounds, or to the Kohl, have not any fixed tax, but are paid according to agreement.—Ships going through the Grounds wanting a dragoe pilot, the ſignal is a flag at the top-maſt-head.

The ſhip maſter when he firſt goes on ſhore, muſt go to the cuſtom-houſe and report, give in his documents and tell the officers who he clears with; he receives of the perſon who clears

* If a ſhip lowers at firſt entrance into the marks, and keeps lowered five minutes, it is looked upon as ſufficient, though ſhe be not out of the marks.

clears him a portage or premium of four per cent. ſpecie, on the duties of his cargo, which his Daniſh Majeſty allows for making a true entry.

Merchants ſhould obſerve that no more goods are inſerted in the cocket than are in the indorſement, which indorſement muſt be ſigned by proper officers.

If the indorſement mention fewer goods than thoſe in the inſide of the cocket, and it is not ſigned by proper officers, the duty is charged by the quantity in the cocket, ſo that more duty is paid than ought to be, which cannot be got back without atteſts from the loading and delivering ports, that no more were a-board than indorſed, the procuring ſuch is not only troubleſome but expenſive, and if deferred long the duty is never returned.

Meaſures of Salt from different Countries, are calculated by the Cuſtom-houſe, as follows:

From England; 2 weights, 2 tons, 80 buſhels, 1 chalder, or 21 bolls, at 1 laſt.

From Holland, or Embden; 28 moys, 1 hundred, or 400 mats at 7 laſts.

From Spain and Portugal; 100 ſardes, at 2½ laſts, and 7 moys at 2 laſts.

From France, viz. St. Martin, Rocheford, Rochelle, and Roſcheau, 28 moys, centner, or maids, or 1 hundred, at 13 laſts.

——— viz. Charente, Bourdeaux, Seudres, Brouage, Olerons, Olone, Tremblade, and Marans, 28 moys, or 1 hundred, at 12 laſts.

——— viz. Honfleur, Croiſie, Nantz, Breſt, St. Nazaire, Noirmoutier, Poulegien, Rouen, Borncuf, Painbeuf, Meſquien, and St. Malo, 1 hundred, 10 moys, or charges, at 13 laſts.

——— viz. Dunkirk, 13 mats or raziers, at 1 laſt.

——— viz. Havre de Grace, 10 moys, at 12 laſts.

From Cagliaria, Ivica, Trapany, and Alicant, 2 moys, or 4 ſalms, at 1 laſt.

When a ſhip-maſter goes to clear his cargo of ſalt at the cuſtom-houſe, if he has had a bad paſſage, leaky ſhip, or has ſhipp'd water, by which he finds his cargo diminiſhed, and he makes oath of ſuch diminution, the officers deduct the ſame.

Several

Several Abbreviations and Terms occurring, which the Reader may be unacquainted with, the following Explanation is added:

1 ſhip lb. or ſhip pound	is	320 lb.
1 awme, or ahm	is	4 anchors.
1 virtel	is	2 gallons
1 ſhock	is	3 ſcore, or 60 ps.
1 degger	is	10 ps.
1 timber	is	40 ps.
1 centner	is	100 lb.
1 ell	is	2 feet.
6 ſhip lb. of hemp or flax	are	1 laſt.
1 berkowitz, or pood of Ruſſia	is	1 ſhip lb.
10 ſtones from Baltic	are	1 ſhip lb.
1 bale of canvas	is	10 rolls.
1 vat of wine	is	4 hhds.

There is a tare allowed, on the following goods, when mentioned by Brunto weight, viz.

On briſtles	15 per cent.
caviare	10 ditto.
raw ſilk	$7\frac{1}{4}$ ditto.
ſalt petre	11 ditto.
tallow	10 ditto.

The other weights and meaſures being elſewhere explained, it becomes unneceſſary to add them here, as the merchant and ſhip-maſter will find them under each article, by which they will be able to ſee if they are overcharged in their accounts, or make calculations of what the duties of their goods, or charge of their ſhips, will amount to in paſſing through the Sound.

A LIST

A LIST *of* FITTERS *in* NEWCASTLE, *and* COALS *they deal in.*

MR *Adams*, Silvertop's Pontop, Montague Main, and Whitefield.

Mr *Henry Airey*, Long-Benton, South Moor, Team, and Marley-Hill.

Mr *Ralph Atkinſon*, Team, Montague Main, South Moor, Marley-hill, and Whitefield.

Mr *Raine*, Windſor's Tanfield Moor, Pontop, Whitefield, Marley-hill, and Bladon Main.

Mr *M. Bell*, Willington, Bigg's Main, Whitefield, and Wylam Moor.

Mr *Liſle*, Sheriff-hill, Whitefield, Byker, St. Anthony's, and Heaton Main.

Mr *R. Clayton*, Brandling Main.

Mr *Cramlington*, Walbottle Moor, Whitefield, and Holywell Main.

Mr *Ruſſel*, Wall's End, and Uſworth Main.

Mr *Colpitts*, Tanfield Moor, and Whitefield.

Meſſrs. *Errington* and *Ward*, Walbottle Moor, Flatworth, Whitefield, and Holywell Main.

Mr *Hedley*, Long-Benton, South Moor, Team, Whitefield, and Marley-hill.

Mr *Liddle*, Gateſhead Park, Whitefield, and Greenwich Moor.

Meſſrs. *Moſley* and *Airey*, Long-Benton, Team, South Moor, Whitefield, and Marley-hill.

Mr *Shadforth*, Walker.

Mr *Simpſon*, Windſor's and Simpſon's Pontop, Simpſon's Tanfield Moor, South Moor, and Benton.

Mr *Scott*, Long-Benton, South Moor, Marley hill, Whitefield, Sheriff-hill, Holywell Main, Adavis Main, and Walbottle Moor.

Mr *Kent*, Hebburn Main.

N. B. *Flatworth*, *Long-Benton*, *Willington*, *Wall's End*, *Walker*, *Byker*, *St. Anthony's*, *Brandling Main*, *Walker-hill*, *Gateſhead Park*, *Uſworth Main*, *Hebburn Main*, and *Heaton Main*, are led to Staiths below Bridge; the other ſorts to Staiths above.

BROKERS

BROKERS *and* WHARFINGERS, *in Newcaſtle, Shields, and Sunderland.*

LANCELOT Atkinſon and Son, L. and M. Atkinſon, *Brothers*, John and Robert Chapman, John Stoddart, Thomas Rogerſon, William Row, Thomas Snaith, John Head, George Dunn, George Clemmiſon, and Co.	*Ship and Inſurance Brokers, Newcaſtle.*
Nichole and Ludlow, William Anderſon, Thomas Robſon, Snowball and Hudſon,	*Wharfingers and Land Brokers, Newcaſtle.*
Henry Taylor, Thomas Powditch, Thomas Wright, Samuel Hurry,	*Ship and Inſurance Brokers, North Shields.*
Robert Turner, Thomas Sanderſon, Irvine and Angus, George Eaſterby,	*Ship and Inſurance Brokers, Sunderland.*
John Atkinſon, William Hay,	*Wharfingers, Sunderland.*

Signals to be obſerved at the Stations of Bamburgh Caſtle, Dunſtonburgh Caſtle, Hawkſley Point, Newbiggin Point, and Hartley Point, on the Coaſt of Northumberland.

Signals.	*No. of Guns.*	*Significations.*
St. George's Jack.	1	A fleet in ſight.
The large Red Enſign.	2	An enemy's fleet.
	3	Preparation for landing.
	Minute Guns.	Landing made good.
The broad Red Pendant.	1	An enemy's veſſel.
		Enemy's veſſels under a fleet, as per number of guns fired.

N. B. Eight or more ſquare-rigged veſſels a fleet.

Act for Manning his Majeſty's Navy.

Abſtract of Act, 35. Geo. III. chap. 9. *for procuring a ſupply of Men from the ſeveral Ports, of this Kingdom, for the ſervice of his Majeſty's Navy, (March 16th.* 1795.)

RECITES, That it is expedient that the moſt effectual meaſures ſhould be adopted for providing a ſpeedy ſupply of Men, to ſerve in the Navy; and that his Majeſty had by an order of Council, dated 18th. February, 1795, directed that an embargo ſhould be laid on all Britiſh Ships, or Veſſels within the ſeveral Ports of this Kingdom:

I. IT IS ENACTED, that there ſhall be levied within Great Britain, in the ſeveral Ports aftermentioned, ſuch able bodied men, to ſerve in the Navy, at ſuch times and manner, as is herein directed, and that the embargo on all Britiſh Ships and Veſſels, within the limits of ſuch Ports (except as to ſuch Ships or Veſſels as ſhall be exempted by any order of Privy Council) ſhall continue in force at ſuch Port, according to the intent of this Act, until the whole number of men ſhall be levied, approved, and inrolled in the ſaid ſervice, in manner herein directed, or until ſuch embargo ſhall be declared to be taken off; and that the number to be levied ſhall be as follows. (viz.)

Aberyſtwith, 69	London, 5704	Wiſbeach, — 19
Aldborough, 19	Looe, — — 16	Woodbridge, 18
Arundel, — 33	Liverpool, 1711	Yarmouth, — 506
Barnſtaple, 74	Lyme, — 23	Aberdeen, — 219
Beaumaris, 196	Lynn, — 193	Ayr, — — 33
Berwick, — 43	Malden, — 94	Alloa, — — 95
Bideford, — 48	Milford, — 70	Anſtruther, — 53
Blakeney, — 26	Minehead, 18	Borroſtoneſs, 155
Boſton, — 60	Newcaſtle, 1240	Cambletown, 125
Bridgewater, 26	Newhaven, 17	Dumfries, — 17
Bridlington, 50	Padſtow, — 19	Dunbar, — 38
Briſtol, — 666	Penrhyn, — 11	Dundee, — 139
Cardigan, 139	Penzance, — 35	Fort William, 11
Cardiff, — 14	Plymouth, — 96	Clyde, Glaſgow, Greenock, and Port Glaſgow, 683
Carliſle, — 10	Poole, — 279	
Chepſtow, — 38	Portſmouth, 75	
Cheſter, — 25	Poulton and Preſton — 17	Inverneſs, — 40
Chicheſter, 56	Rocheſter, 134	Irvine, — 131
Colcheſter, 84	Rye, — 90	Iſle Martin, — 6
Cowes, — 59	Saint Ives, 31	Kircaldy, — 136
Dartmouth, 394	Sandwich, 74	Kircudbright, 19
Deal, 10	Scarborough, 275	Kirkwall, — 31
Dover, — 241	Scilly, — 3	Leith, — 206
Exeter, — 186	Shoreham, 28	Lerwick, — — 6
Falmouth, — 21	Southampton, 133	Montroſe, — 107
Faverſham, 147	Stockton, — 73	Oban, — — 20
Fowey, — 70	Sunderland, 669	Perth, — 32
Glouceſter, — 28	Southwold, 21	Port Patrick, 9
Gweek, — 7	Swanſea, — 85	Preſton Pans, 3
Harwich, — 144	Truro, — 11	Rothſay, — 168
Hull, — 731	Wells, — 50	Stornaway, — 52
Ilfracombe, 49	Weymouth, 139	Stranrawer, 25
Ipſwich, — 58	Whitehaven, 700	Thurſo, — 12
Lancaſter, 163	Whitby, — 573	Tobermoray, 5
Llanelly, — 32		Wigton, — 25

II. That when any able bodied ſeaman ſhall be accepted by the commiſſioners and approved by the regulating officer, he ſhall be taken to be equal to two able bodied men, and ſhall be computed as ſuch in the inſtrument of diſcharge of the number to be raiſed for ſuch port.

III. That the lords commiſſioners ſhall appoint officers to regulate the admiſſion of men, which officers ſhall eſtabliſh

a place of rendezvous for their reception, who before their inrolment, ſhall be examined by a regulating officer, ſuch officer having full power of approving or rejecting any tendered.

IV. No rendezvous-houſe to be in London.

V. That it ſhall be lawful for owners in any port, except London, or in their abſence, for maſters, (being aſſembled, purſuant to notice given by any two or more of ſuch owners or maſters, and publiſhed in any newſpaper circulated in or near ſuch port, three days before ſuch meeting) to elect from amongſt themſelves, and the merchants trading to or from ſuch port, ſo many perſons reſident at or near ſuch port (not more than twenty-one, nor leſs than five) as the major part ſhall approve, and ſuch perſons ſo elected may be commiſſioners for raiſing men during the embargo at ſuch port, and that juſtices of the peace, mayors, bailiffs, and other chief magiſtrates, (except in London) and alſo the collectors or other principal officers of the cuſtoms at ſuch ports ſhall without further qualification be commiſſioners and have power to meet and ſit as they ſhall find convenient, and that three commiſſioners (except in London) ſhall be empowered to execute any act unleſs otherwiſe provided by this act, and are to execute the ſame without any reward.

VI. That if no commiſſioners, be elected within fourteen days, after paſſing this act, then the juſtices, mayors, &c. ſhall be commiſſioners, and act by themſelves, until commiſſioners ſhall be elected to act jointly with them.

VII. That any two perſons elected to be commiſſioners for any port (except London) before they enter upon the ſame, ſhall take the following oath before a juſtice, mayor, &c. viz.

'I A. B. do ſwear, That in the execution of the ſeveral 'powers veſted in me by virtue of an act intituled, "An act '*(Here inſert the Title of the Act)* I will act faithfully and im-'partially to the beſt of my judgment, according to the true in-'tent and meaning of the ſaid act.'

And every other commiſſioner, at ſuch port, ſhall take the ſame oath before the ſaid two commiſſioners.

VIII. That the commiſſioners for ſuch port ſhall appoint a clerk, or ſuch other aſſiſtants as the lords commiſſioners may authoriſe, and ſuch clerk ſhall be allowed by the collector ſuch ſum for each man raiſed, as ſhall be fixed by the ſaid commiſſioners, with the approbation of the lords commiſſioners of the admiralty.

IX. Sets forth the names of the commiſſioners for London,

X. That two commiſſioners for London ſhall take the oath, and adminiſter it to the other commiſſioners.

XI. That five commiſſioners for London may act and meet at the ſame time at two places, and conſtitute two ſeveral boards, and each board to appoint a clerk and other aſſiſtants, as they ſhall be authoriſed by the Lords of the Admiralty.

XII. That commiſſioners ſhall take into conſideration the amount of the bounties to give for raiſing men, and report the ſame to the lords commiſſioners of the admiralty, and in no caſe to be at liberty to give a bounty exceeding that which the lords commiſſioners ſhall have approved of.

XIII. That every perſon who ſhall enter ſhall be produced before the regulating officer, with the conſent of the commiſſioners, and if approved of, may be brought before the commiſſioners to be examined, and upon its appearing to them that ſuch perſon hath voluntarily entered, then they ſhall ſettle the amount of the bounty to be paid to ſuch perſon, which ſhall not exceed that approved of by the lords commiſſioners of the admiralty, and the commiſſioners ſhall certify that ſuch perſon hath voluntarily entered, ſetting forth the place of his birth, or ſettlement, age, and calling, and enter the amount of the bounty to be paid on his entering, and number the certificates as they ſhall be granted, and which ſhall be directed to the regulating officer (the ſaid commiſſioners taking his receipt for the ſame) and the regulating officer ſhall cauſe ſuch perſon to be inrolled and placed under the command of ſuch officer, and on removal in order to be placed under the command of any other officer, every certificate or a true copy ſhall be tranſmitted with ſuch perſons and delivered to the commanding officer of the ſhip, on-board of which ſuch perſons ſhall be entered to ſerve.

XIV. That it ſhall be lawful for the commiſſioners before whom any perſon ſhall be brought to be examined, touching his conſent to enter, by any draft or order under the hand of three or more, to direct the collector of the cuſtoms to pay ſuch perſon, any ſum, not exceeding one third of the bounty agreed to be paid him on his engaging to ſerve, to be advanced him, or his family, in ſuch proportions as he ſhall requeſt at his inrolment, and ſuch drafts or orders ſhall aſcertain the names and deſcriptions of the perſons to whom the ſame ſhall be payable, and ſuch collector, &c. ſhall pay the ſame out of any duties then in his hands, or out of the firſt money that ſhall come to his hands.

XV. That every certificate, or a copy ſigned by the regulating officer ſhall, where any ſuch perſon inrolled ſhall be placed under the command of any other officer, be tranſmitted to the commanding officer of the ſhip, on board which ſuch perſon ſhall be entered to ſerve, and ſuch officer ſhall within four days from the time of the perſon being muſtered and rated, and before ſuch ſhip ſhall proceed to ſea, make out a ticket for payment of the bounty to ſuch perſon, which ſhall be paid to ſuch perſon or his family, in ſuch proportions as he ſhall requeſt, in manner directed by act of 31 Geo. II. chap. 10. Proviſo, that when ſuch perſon ſhall deſire any portion of the bounty then remaining due, to be paid to his family, the liſt to be made out by the captain, as required by the ſaid act, except, that in ſuch liſt, the collector ſhall be ſpecified inſtead of the officers directed by the ſaid act to pay any part of the arrears of wages due to ſeamen in the navy, and that the bills ſhall be made out by ſuch captain, and directed to ſuch collector, and that the rules for payment of wages to ſeamen, or their families by ſaid act (except as aforeſaid) ſhall be uſed in like manner for payment of bounty to the men who ſhall be entered, or their families, and the collector ſhall pay the reſidue of the bounty according to the directions herein given.

XVI. That no perſon ſhall be inrolled who is not in the opinion of the regulating officer, fit to ſerve his Majeſty, or who ſhall appear to be under ſixteen, or above forty-five years, if a landman, or fifty years, if a ſeaman.

XVII. That the Lords commiſſioners ſhall appoint officers to ſuperintend within ſuch diſtricts as ſhall be allotted them, the admiſſion of men, and if any perſon who ſhall have been tendered to ſerve ſhall have been rejected by the regulating officer, and the commiſſioners ſhall think themſelves aggrieved, they may appeal to the ſuperintending officer, who ſhall examine ſuch perſon, and determine the matter and make ſuch order therein as ſhall ſeem reaſonable, which ſhall be final, and if ſuch ſuperintending officer ſhall order ſuch rejected perſon to be inrolled, then ſuch regulating officer ſhall on receipt of ſuch perſon, cauſe him to be inrolled.

XVIII. That when any ſuch commiſſioners ſhall have cauſed ſuch number of men to be inrolled as to complete the number required, it ſhall be lawful for ſuch commiſſioners to certify the ſame to the ſuperintending officer appointed for the diſtrict, which ſhall ſpecify the port where ſuch men were ſo raiſed, and the names, ages, places of birth, ſettlements and callings, as they

ſhall be deſcribed in the certificates granted at the inrolling, and ſhall on receipt thereof tranſmit the ſame to the commiſſioners of the admiralty.

XIX. That the commiſſioners ſhall cauſe to be entered an exact copy of every certificate granted on the inrolment of ſuch men, with their reſpective numbers in a book, and ſhall when required by the collector, &c. of the cuſtoms, cauſe to be delivered, a true copy, ſtating the number of every ſuch certificate, and ſuch collector, &c. ſhall within one month tranſmit the ſame to the commiſſioners of the cuſtoms in London and Edinbro', or a true copy thereof, ſtating the number of every certificate ſo granted, and every officer neglecting ſo to do, to forfeit £100.

XX. That every perſon who ſhall be brought on board any ſhip of war ſhall be rated after paſſing a muſter and after being ſo rated every ſuch perſon is intitled to wages from the day of his inrolment, and ſhall over and above the bounty, be intitled to ſuch other bounty, &c. as any other perſon, entering himſelf in any of his Majeſty's ſhips is intitled unto.

XXI. That nothing in this act ſhall extend to any ſhip of war, or other veſſel belonging to his Majeſty, or the Royal Family, or to any lighters, barges, boats, or veſſels uſed ſolely in rivers, or inland navigation.

XXII. That no fee ſhall be paid or received by any perſon, by reaſon of the removal of the embargo laid on any ſhip or veſſel, during this act.

XXIII. That the lords commiſſioners of the treaſury are authoriſed to iſſue and cauſe to be advanced, all ſuch ſums of money to ſuch commiſſioners, in ſuch manner and proportions as they, or any five or more, if in London, or three or more, if in any other port, ſhall by writing deſire, out of the duties of cuſtoms then in the hands of the collector, or other officer, or out of the firſt monies which ſhall come to their hands, which ſums ſhall be employed in payment of ſuch allowances, and in defraying the expences in execution of this act, as the lords of the treaſury ſhall direct, and which money ſhall not be ſubject to any tax or duty, but that an account of the ſaid expences be laid before both houſes of parliament within two months after expiration of the commiſſion, if ſitting, and if not ſitting, then within fourteen days after the commencement of the next ſeſſion.

XXIV. That if any of the commiſſioners ſhall decline to act, or having begun to act, ſhall decline to act any further, or ſhall die, it ſhall be lawful for the remaining acting commiſ-

ſioners, or the major part, with the conſent of the lords of the treaſury to appoint ſuch perſon a commiſſioner in the place of him refuſing, or declining further to act, or dying, and the perſon ſo appointed, having firſt qualified by taking the oath, ſhall be inveſted with the ſame powers as are given unto the commiſſioners named by this act.

XXV. This act ſhall not be a precedent to diminiſh the rights of the citizens of London.

XXVI. That all penalties ſhall be ſued for, and recovered by ſuch ways as any penalties inflicted for any offence committed againſt the laws of cuſtoms.

XXVII. That no action ſhall be commenced againſt any perſon acting as a commiſſioner for any thing done by virtue of this act, until fourteen days notice ſhall have been given him, nor after ſatisfaction or tender hath been made to the party aggrieved, nor after ſix months after the fact committed, and every ſuch action ſhall be brought in one of the courts of record at Weſtminſter, or court of exchequer in Scotland, and laid in the county where action ſhall ariſe, and defendant ſhall plead the general iſſue and give this act and the ſpecial matter in evidence, and that the ſame was done in purſuance thereof, and if the ſame ſhall appear to be ſo, or action brought after the time limited, &c. then the Jury ſhall find for the defendant, or if plaintiff ſhall become nonſuited, or ſuffer diſcontinuance, or a verdict paſs againſt plaintiff, the defendant ſhall have treble coſts.

XXVIII. This act may be altered or repealed this ſeſſion.

XXIX. The commiſſioners ſhall as often as required by the lords of the admiralty give an account of their proceedings.

XXX. That if any perſon inrolled ſhall be accus'd of any capital crime, or offence the officer having the command of ſuch party is to uſe his endeavours to apprehend and deliver him over to the civil magiſtrate, in order to bring him to trial, and if he refuſe, on being convicted before two Juſtices, he ſhall be diſabled to hold any civil or military office; provided the conviction be affirmed at the next quarter ſeſſions, and a certificate be tranſmitted to the commiſſioners of the admiralty.

XXXI That no perſon inrolled ſhall be taken out of the ſervice, by any proceſs, other than by a criminal proceſs.

XXXII. Sets forth certain forms of the inſtrument for the diſcharge of veſſels from the requiſitions of this act, and certificates on the inrolment of the men.

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